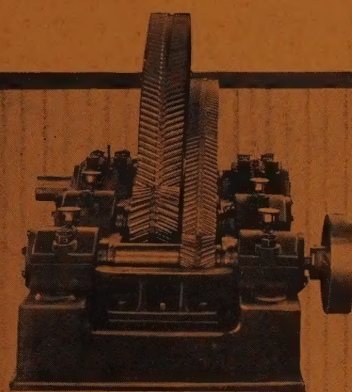
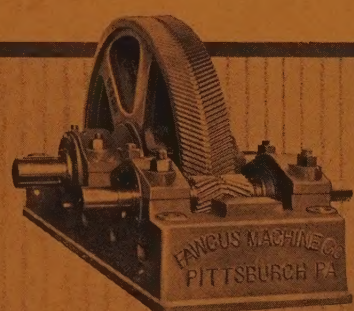


GRAIN DEALERS JOURNAL

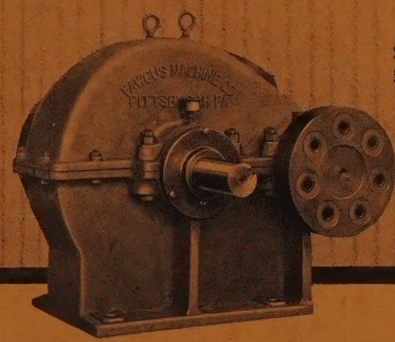
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Write us for a recommendation of the proper size for your service.

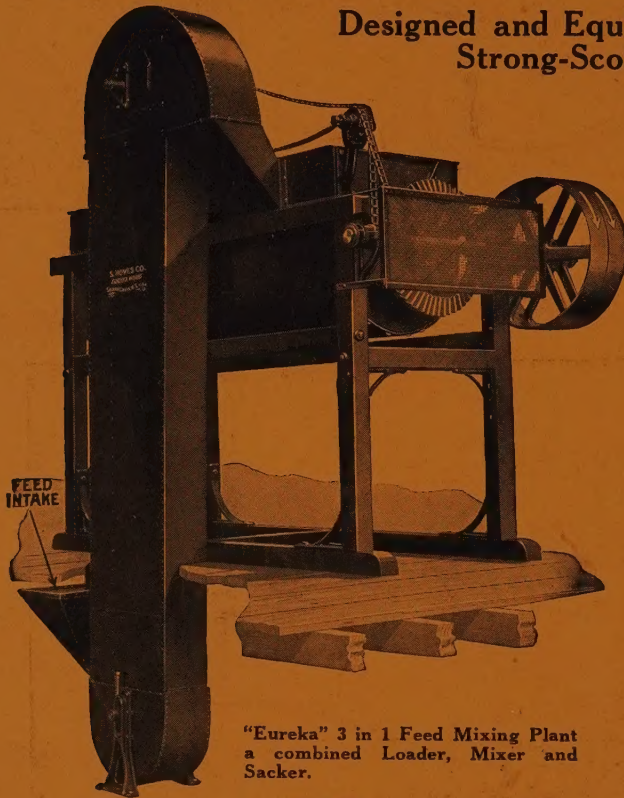
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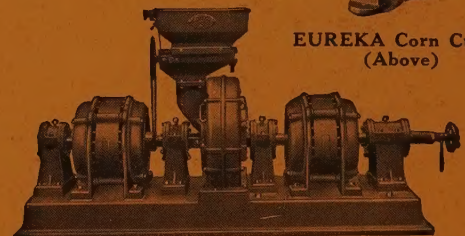
Designed and Equipped by
Strong-Scott



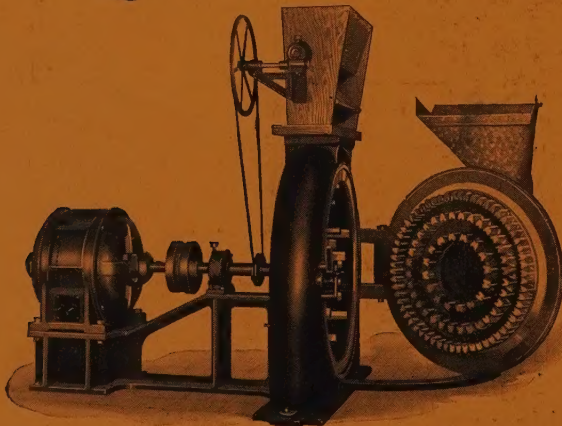
"Eureka" 3 in 1 Feed Mixing Plant
a combined Loader, Mixer and
Sacker.



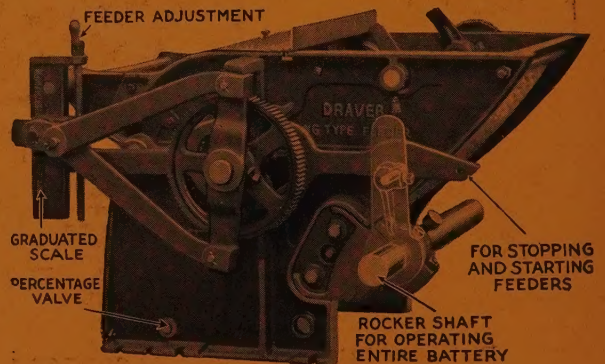
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(Above)



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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

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Great West Mill & Elevator Co., millers, grain dls.*
Kearns Grain & Seed Co., grain, field seeds.*
Kenyon Grain & Seed Co., grain and hay.
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

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Blair Elevator Corp., The, grain merchants.*

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Lederer Bros., grain receivers.*

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McKillen, Inc., J. G., consignments.*

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Bartlett-Praizer Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Hardware Co., grain commission.*
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Clement, Curtis & Co., members all exchanges.*
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Dole & Co., J. H., grain and seeds.*
Harris, Winthrop & Co., grain commission.*
Holt & Co., Lowell commission, grain and seeds.
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Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.*
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., commission merchants.*
Rosenbaum Grain Corp., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Thomson-McKinnon, members leading exchanges.

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DeMott Grain Co., receivers and shippers.*
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

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Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Shepard, Clark & Co., grain merchants.

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

*Members Grain Dealers National Association.

CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

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Baldwin & Co., H. I., grain dealers.*

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Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
Phelps Grain Co., T. D., grain.*
Rocky Mountain Grain Co., export and domestic grain.*

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Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

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Burrus Mill & Elevator Co., flour milling.
Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney Grain Co., consignments.
Rosenbaum Grain Corp., J., grain merchants.*
Kimball Milling Co., millers and grain dealers.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Morrow & Co., Jos., grain and cotton.
Rogers Co., E. M., strictly bkg. and consignments.*
Service Grain & Comm. Co., bkrs. consgmts., cash gr.
Smith Bros. Grain Co., consgmts-merchants.*
Terminal Grain Co., grain, hay, millfeed.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Rothschild Co., S., grain, c/s products, rice, b/p.*

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Board of Trade Members.

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Cleveland Grain & Milling Co., grain commission.*
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Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Stentham Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

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Board of Trade Members.

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Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. O., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Udike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

KNOXVILLE, TENN.

Lackey, Douglas W., mlg. grain, milo, alfalfa meal.

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

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Gordy Co., C. L., grain brokers, hay, grain and mill feed.
Wilson, John R., brokers-grain and mill feeds.

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Brandeis & Son, A., receivers and shippers.
Callahan & Sons, receivers and shippers of grain.*
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Thomson Elevator Co., grain dealers.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

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McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.

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Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

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Meech & Stoddard, Inc., grain, feed, hay, flour.*

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Kamm Co., P. C., grain shippers.*

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Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Hallet & Carey Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*

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McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

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Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Grain Exchange Members.

Acme Milling Co., millers & grain dealers.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Okla. City Mill & Elev. Co., millers, gr. dealers.*
Mashburn-Mullin Grain Co., grain and feeds.
Scannel Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

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Board of Trade Members.

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Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., O. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

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Stites, A. Judson, grain and millfeed.*

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Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

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Gordon Grain Co., grain commission.*
Heald Grain Co., consignments exclusively.
Kellogg-Huff Grain Co., grain merchants.*
Norton Grain Co., consignment specialist.*

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King, Douglas W., carlot distribtr., hay, grain, seeds.*

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Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
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Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Plicker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

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SIDNEY, OHIO.

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Custenbolder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

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Derby Grain Co., wheat, corn, oats, and millfeed.*

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Blood Grain Co., I. D., receivers and shippers.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Wichita Terminal Elev. Co., general grain and elvtr.*

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McConnell Grain Corporation <i>Strictly Commission and Brokerage</i> Buffalo, N. Y.	Armour Grain Co. Grain Merchants Buffalo, N. Y.
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CARGILL GRAIN CO., Inc. 821 Chamber of Commerce BUFFALO, N. Y. <i>We Deliver What We Sell</i>	J. G. McKILLEN, INC. RECEIVERS Consignments a Specialty BUFFALO NEW YORK	Read the Advertising pages. They contain many stories of interest. The <i>Grain Dealers Journal</i> pre- sents only reputable concerns.
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DENVER

Any of these Denver Grain Exchange Members will make it profitable for you to do business in Denver. Get in touch with them.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Farmers Union Mfg. & Elev. Co.

Millers and Grain Merchants.
38th and Wynkoop Sts.

Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

T. D. Phelps Grain Co.

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Receivers and shippers of all kinds of grain.

Houlton Grain Co.

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RECEIVERS, SHIPPERS AND BROKERS

E. A. Grubbs Grain Co.

BUYERS—SHIPPERS
Wheat—Corn—Oats

Established 1884

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E. H. BEER & CO., INC.

Successors to

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GRAIN—HAY—SEEDS

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OROWELL ELEVATOR COMPANY

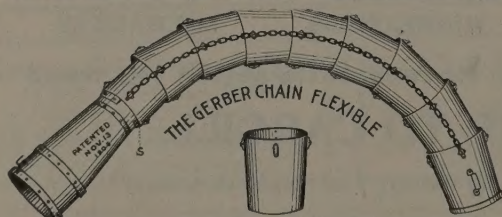
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GRAIN

Consignments Solicited
OMAHA

Send Your Offerings to
THE ABEL-WHITMAN COMPANY, Inc.
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Tilden, Ill.—I get lots of very useful information out of the Journal.—George Lyons, mgr. Tilden Mill & Elevtr. Co.



Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

GERBER

Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin.

You have full control of your distributing. All spouts are operated from working floor.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

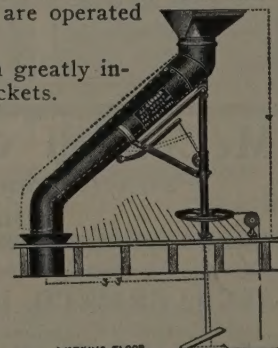
Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.



New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

James J. Gerber

128 Sixth Ave. South
Minneapolis, Minn.



The Gerber No. 2 Distributing Spout.

SPECIFIED

and proved by perfect performance in hundreds of elevators

The performance of the Carter Disc Separator throughout the world has created a degree of confidence that is responsible for their constant specification to handle grain with either large or small percentages of oats, seeds or other foreign matter.

Engineers know the dependence that can be placed in the Carter Disc Separator—and

Don't Forget

that mistakes sometimes happen, resulting in a bin of wheat being mixed with oats or barley. The terminal elevator equipped with Carter Discs has nothing to worry about on this score, because the Carter will correct these mistakes easily—*always*. The



is the simplest (only two moving parts), most compact separator on the market today. It is specified in the modern terminal elevator.

Complete information
mailed at your request

Carter-Mayhew Mfg. Co.

611 19th Ave. N. E., Minneapolis, Minn.

Terminal Elevators for which Carter Disc Separators were Specified

New Orleans Board of Commerce, Port of New Orleans, La.

Pennsylvania Railway Co., Baltimore, Md.

Baltimore & Ohio Grain Elevator, Locust Point, Md.

Ft. Worth Elevator Co., Ft. Worth, Tex.

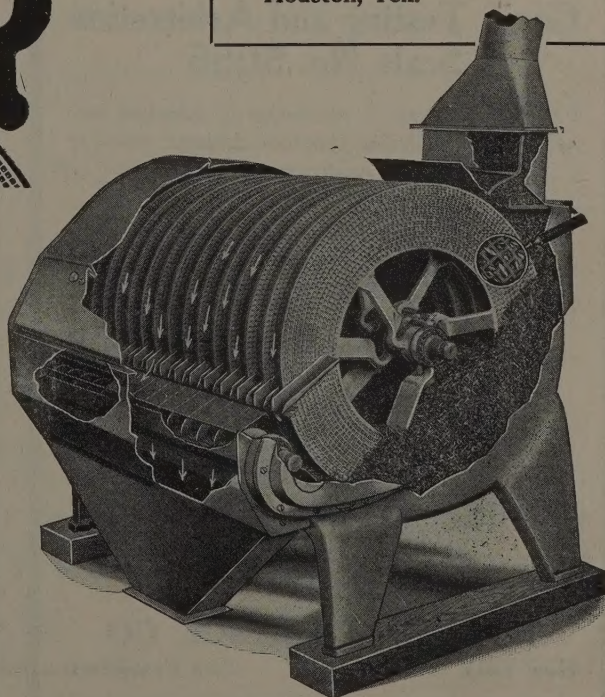
New York State Elevator, Brooklyn, N. Y.

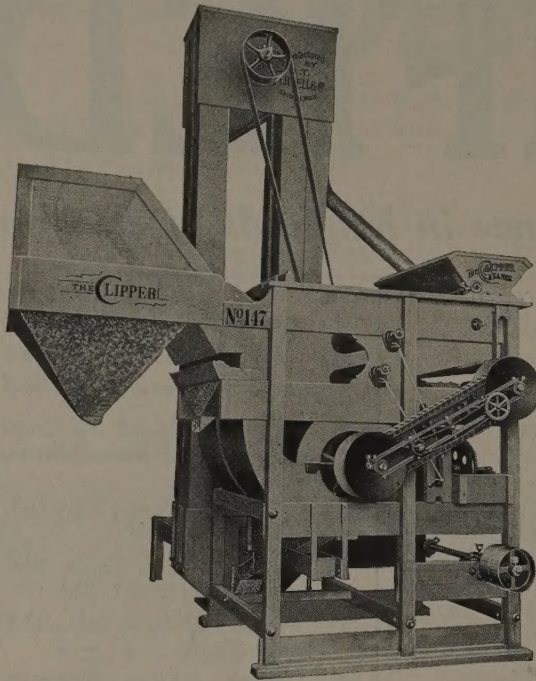
Now under construction

Enid Terminal Elevator Co., Enid, Okla.

Pt. Richmond Elevator, Philadelphia, Pa.

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A. T. FERRELL & COMPANY
SAGINAW, W. S., MICHIGAN

Clipper Grain and Seed Cleaners

SUITABLE FOR EVERY SEED OR GRAIN CLEANING PURPOSE

The illustration shows our No. 147 Clipper Cleaner with Receiving and Sacking elevators, Traveling Screen Brushes, Variable Air Regulator, Settling Chamber and Dust Sack.

This makes a very desirable unit for cleaning clovers of all kinds, timothy and other seeds and seed grain. Requires no line shafting nor pit and can be operated in a room eleven feet high.

ROLL FEED HOPPER—We are constantly told by users of wide experience that they consider our New Roll Feed Hopper the best improvement made on Cleaning machinery in years—if not the best ever. The feed can be started or stopped instantly by the clutch, is always uniform, never clogs.

BALL BEARING ECCENTRICS—This type of eccentric has been in use on Clipper Cleaners for over a year. We recommend them to all purchasers of our Cleaners. They save power, never knock and cannot get out of line.

Catalog on Request

*Extensively used by U. S. Dept. of Agriculture,
Federal and State Grain Inspection Depart-
ments, Grain Trade, etc.*

Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.

Accurate

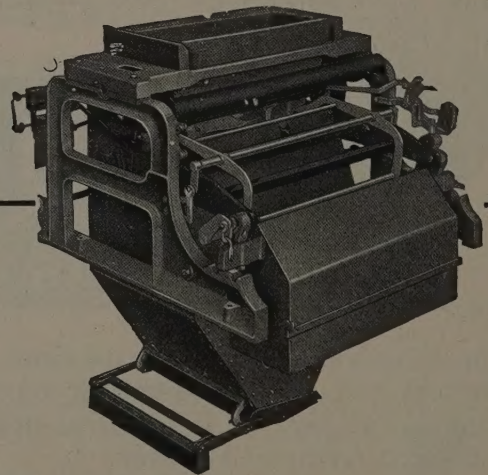
Rapid



Sensitive
Durable

No. 5055

TORSION BALANCE CO.
New York Chicago San Francisco



The Richardson Automatic Grain Shipping Scale

at St. Louis is weighing under official supervision, and the results have been accurate within 1/54 of 1%. Nine carloads taken at random (729,000 lbs.) show an error of only 135 lbs.

Install a RICHARDSON Fully Automatic Scale in YOUR elevator. Thousands in use all over the country

Claims are paid when Richardson-weighed

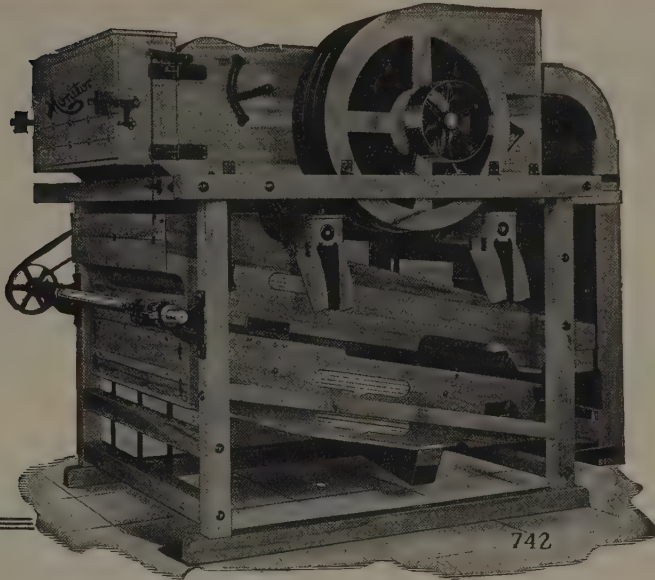
Richardson Scale Company
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*A No. 11 Monitor
Oat Clipper and
Smutter Installed in the
Enid Terminal Elevator*

*A No. 15 Monitor
Style B Separator
Installed in the
Enid Terminal Elevator*

Save Your Floor Space

Use a MONITOR Two Grain Combined Cleaner. The above machine has two cleaning shoes, each with its own complement of screens.

One Shoe can be arranged for handling corn and the other to handle wheat or any other small grain. By means of a switch, you can send grain either to one or the other shoe. The proper screens are in the shoes waiting your call and you have no screens to change when changing from one grain to the other.

It's an ideal model for a country receiving elevator. Why not investigate it? Its price is surprisingly low.

Send for printed matter.

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Department B

Silver Creek, New York

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Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL



Between Every
Third and Fourth
Elevator in the
United States
is equipped with
either a
GLOBE or TRAPP
Dump

Can be installed in any driveway or on any scale.
Dumps any size Truck, Wagon or Sled, all on one
platform, into one pit hole.

Cylinder can either be hung from scale or driveway
or set on separate foundation.

Write for Blue Prints or further information

Globe Machinery & Supply Co.
Manufactured by

Des Moines, Iowa

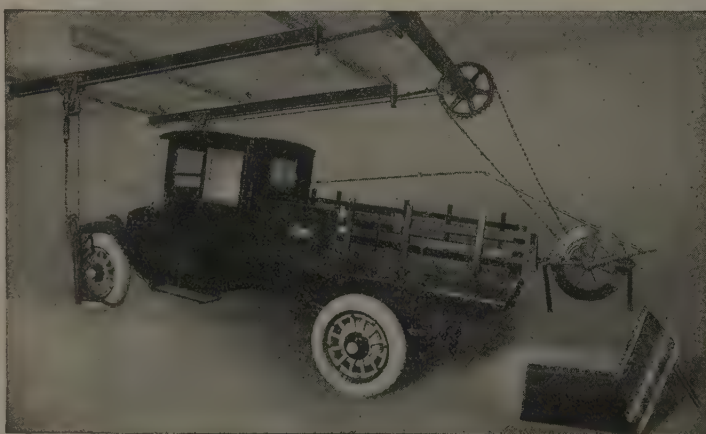


*Seven years of Actual Service
have proven its Superiority*

ALSO Manufacturers of the TRAPP ALL STEEL DUMP

The Powerful-Safe Dump

In the designing and construction of this dump, the following vital and necessary points in the dump were given careful consideration.



Power and Speed

Durability and Safeness

Easy and Simple to Install

Dump any length vehicle into a standard sized dump door, or

By extending track dumps into any number of dump doors.

No mechanism under driveway floor to interfere with sinks or scales.

A powerful piece of machinery with no delicate parts always ready for operation.

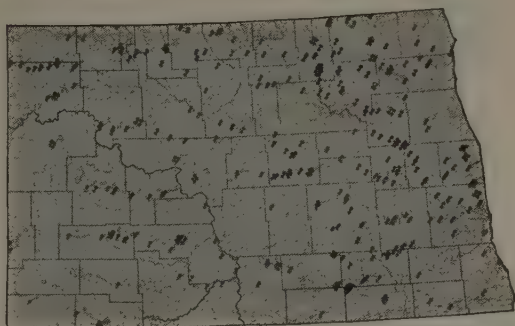
At any time operator lets loose of operating lever it drops into an emergency brake and remains there until released making it absolutely safe.

All machines equipped for hand or power operation. Two horse power required.

The main factor in mind when constructing each individual part of this device was handiness and satisfaction of operation as well as the simplicity and low cost of installation, and a dump that could be installed in practically every elevator.

The above is where our dump gets its good name and we fully guarantee satisfaction.

L. J. McMILLIN, 525 Board of Trade Bldg., Indianapolis, Ind.



This map shows
that North Dakota
Elevator Men
Prefer the

Kewanee

All Steel Truck Lift

Every dot on this map of North Dakota means one (or more) Kewanee Truck Lifts. In some towns **every elevator is Kewanee equipped**. There are several truck dumping devices made in the Northwest. Yet the husky, dependable Kewanee—made in Kewanee, Illinois—is the decided favorite in North Dakota, as well as in all other states.

These distinctive features make Kewanee preferred

All Steel — Roller Bearing

Everything about the Kewanee Lift (except the platform), is heavy, *everlasting steel*. There is no wood to warp and stick.

And the lifting frames slide up and down easily and smoothly on steel roller bearings, which are permanently caged into the corner angle posts of the outer frames.

When you install a truck dumping device you want one that will be permanent—one that will last as long as your elevator. The Kewanee will. **No Kewanee has ever worn out.**

Kewanee Built Air Tank and Compressor

Anyone who has ever owned an "orphan" auto-

mobile realizes the importance of buying equipment that is completely built by a reliable concern.

Kewanee Lifts are built complete at Kewanee, Ill.

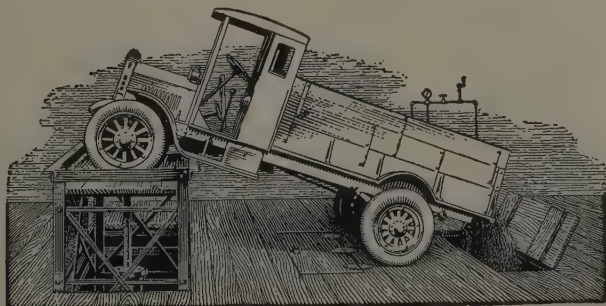
The Kewanee Air Tank is built with *double riveted* seams—and actually is 5 times stronger than the average pressure at which it is used. There's no safe way of testing an air tank when once in use. Be sure your tank is right when you buy.

Kewanee Air Compressors embody features very important to the elevator. They are built with Ford size interior parts—so that **repairs can be had immediately and cheaply** at almost any cross-roads.

Built in our own shops they are especially designed for elevator work, with extra large bearings, and built throughout to withstand hard usage.

Ask for Special Plans

showing how trucks, wagons and sleds can be dumped into either side of a divided pit with one Kewanee Lift.



Kewanee Implement Company

Kewanee, Illinois

Southwestern Distributors
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Kansas City

Northwest Distributors
R. R. Howell & Co.
Minneapolis



"Simon" Travelling Pneumatic Grain Plant at Glasgow Docks, working in conjunction with Elevator Legs

REDUCE WORKING COSTS

BY DISCHARGING
GRAIN VESSELS
BY SUCTION

Eliminate ploughing and sweeping-up by installing a Simon Pneumatic Grain Discharging Plant to work in conjunction with the Elevator Legs. High average capacity maintained.

Definite savings in time and labour secured.

Scores of Plants supplied for use at Ports, Elevators and Flour Mills.

Simon Suction Plants also installed for handling coal at Power Stations.

FLEXIBLE—LABOUR SAVING—DUSTLESS

Write for particulars

HENRY SIMON, LTD.

ENGINEERS, MOUNT STREET
MANCHESTER, ENGLAND



SUPERIOR ELEVATOR CUPS

Are the most efficient on the market

There is a reason: these big Elevators know from experience

Port of New Orleans, New Orleans
C. H. & D. Elevator, Toledo, Ohio
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Sample Cup

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MOLINE, ILLINOIS

Elevator Supplies



No matter what you need in the way of grain handling equipment or supplies you can get it from us promptly and at the right price. Our stock is the largest and most complete in the country including such items as

KEWANEE TRUCK LIFTS
AMERICAN ELECTRIC MOTORS
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SUPER-KRAFT CAR LINERS
PERFECTION GRAIN SPOUTS

Write for a free copy of our new 256-page Catalog for 1926, with wholesale prices.

R. R. HOWELL & CO., MINNEAPOLIS, MINNESOTA



THE NEW BADGER CAR MOVER

30 DAYS'
FREE
TRIAL

Will spot your cars cheaply, easily and without delay.

Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant, freight expenses paid by us.

THE ADVANCE CAR MOVER CO., APPLETON, WIS.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$4.50

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.



One of the country elevators put up by T. E. Ibberson Company, Minneapolis, Minn.



One of the country elevators constructed by Hickok Construction Company, Minneapolis, Minn.

Some of the other prominent grain elevator builders and engineers who will recommend Link-Belt Silent Chain Drives are:

Star Engineering Co., Wichita, Kans.; L. D. Wait Co., Humboldt, S. D.; W. H. Cramer Construction Co., North Platte, Nebr.; L. J. McMillin, Indianapolis, Ind.; Federal Engineering Co., Topeka, Kans.; Louis Delivuck, Spokane, Wash.; and Birchard Construction Co., Lincoln, Nebr.



One of the country elevators built by the Reliance Construction Co., Indianapolis, Ind.

Modern Country Elevators Use Link-Belt Silent Chain Drives

THE builders of the three grain elevators illustrated above, *always specify Link-Belt Silent Chain* on their jobs.

They have found through experience that Link-Belt Silent Chain is the ideal power transmitter for grain elevator and mill equipment. Practically the full power of the motor can be transmitted with it without slip. It is a space saver, prevents excessive journal

friction and dangerous sparking (as experienced with belt drives), and is 98.2% efficient (on actual test).

If you are in the market, building a new elevator or remodeling your old one, be sure it is equipped with Link-Belt Silent Chain. Have one of our engineers give you a call. Send for a copy of our Data Book No. 125. Drives from 1/2 to 10 H. P. now carried in stock throughout the country.

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2728

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LINK-BELT

Efficient Silent Chain Drives



DIXON'S

Red Lead—Graphite Primer
Aluminum—Graphite Paint
Silica—Graphite Paint

Black Light Gray
Dark Red Medium Gray
Natural (Dark Gray) Olive Green

Consider the high cost of repainting when specifying paint and use one that will not have to be renewed in a few years.

The Dixon line of paint products is one that will fully meet your requirements as to long-life and economy. They will give better protection for exposed metal or wood-work at lowest cost per year.

The pigment, flake silica-graphite, provides a tough, yet elastic, film that expands and contracts with heat and cold without cracking or peeling. The graphite and silica are naturally and not artificially combined resulting in long life, efficient surface protection, elasticity, and resistance to dampness.

Write for Booklet 15-B, "Protective Paint".

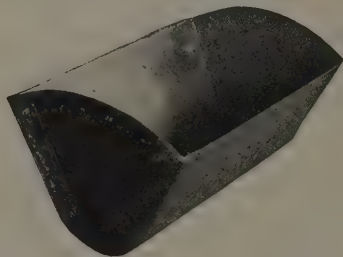
JOSEPH DIXON CRUCIBLE COMPANY

Jersey City, N. J.



Established 1827

Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.

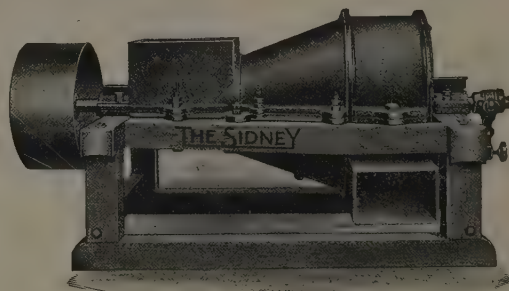


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Sidney Corn Shellers

All Styles

The Standard for Years

High in Quality--Low in Price

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

The Sidney Grain Machinery Co.

Sidney, Ohio

Successors to Philip Smith Mfg. Co.



2,000,000 Bu. Elevator saves thousands of dollars yearly

31 Morse Silent Chain Drives contribute to the successful operation of the Missouri Pacific Grain Elevator, St. Louis, one of the largest and best equipped in the country (designed and constructed by Folwell-Ahlskog Co.), capable of unloading 117 cars in ten hours. Read the report.

"In two years' steady use—10 to 24 hours a day—there has been no trouble with Morse Chains, motors, or ball bearings, once initial adjustments were made.

"Our Morse Chain drives vary from $7\frac{1}{2}$ to 150 H. P. in size and from 6 to 15 in. in width. Most are on 5 ft. centers or less, and operate at motor speeds of 900, 720, and 600 R. P. M. They drive many different types of conveyors—dock belt, screen screw, receiving belt, cupola belt, leg-head floor, shipping belt, and storage—besides a 260-ft. bucket conveyor to the top of the elevator.

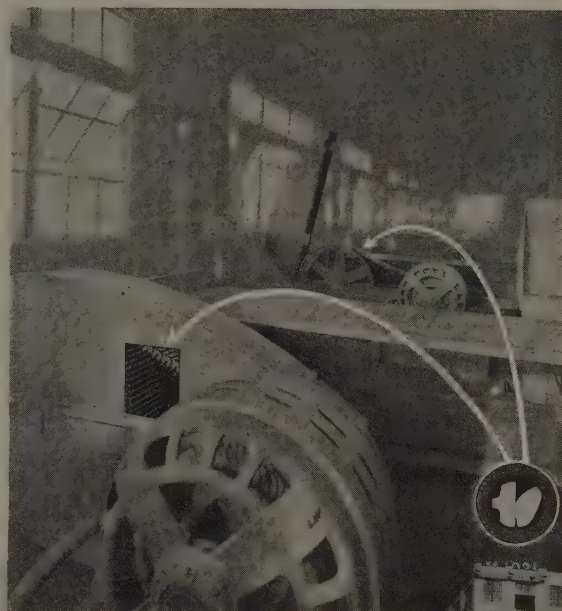
"Using chains instead of extensive counter shafting with rope, sprocket chain, and belt drives permits individual drives and short centers. It also saves us thousands of dollars yearly for millwright labor, belt replacements, and repairs that would be necessary with the old method of transmitting power from motors.

"The only attention required by the drives is to lubricate them occasionally and keep an excess of dust from accumulating in the guard casings."

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"Eureka"—"Invincible" Grain Cleaning Machinery



"Invincible-Rolfe" Grain Dryer and Conditioner

Grain very often becomes heated while stored in bins. The INVINCIBLE-Rolfe will save it. Should grain contain too high a percentage of moisture, the INVINCIBLE-Rolfe Conditioner will bring it back to normal. The INVINCIBLE-Rolfe meets every condition in a most satisfying manner.

SMALL STANDARDIZED UNITS FOR COUNTRY ELEVATORS, CAPACITY 50 TO 100 BUSHELS

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Strong-Scott Mfg. Co., 413 So. Third St., Minneapolis, Minn.

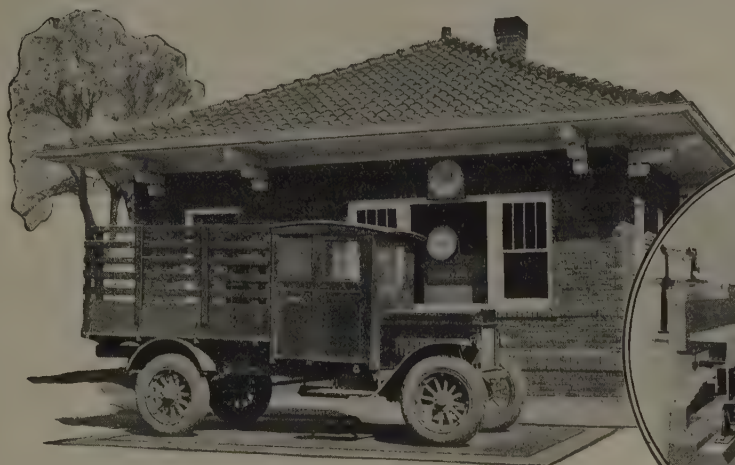
S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C., 3, England



Capacity *assured by greater structural strength*

When buying auto-truck weighing equipment it is well to remember that motor trucks and loads are constantly increasing in weight. Three years from now will the truck scale you install today have capacity for the heaviest loads it will be required to handle?

In the construction of the Fairbanks Type "S" Auto-Truck Scale this trend toward heavier and heavier loads has been taken into account and fully provided for. In principle, these scales follow the famous suspended platform construction of the Fairbanks railway track scales. This gives the Fairbanks user track scale construction *scaled down* to truck-weighing require-

ments—with a big safety factor provided for immediate and future overloads.

Not only does the Fairbanks Auto Truck Scale handle the uneven, rear axle loads of truck weighing with exceptional sensitiveness, but its accuracy stays within extremely close tolerance limits—despite years of heavy duty service. This eliminates heavy maintenance charges which always run up the cost of scales of insufficient capacity and structural strength.

Mail the coupon for the interesting booklet, "A Talk on Scales," and complete description and specifications of the Fairbanks Type "S" Auto-Truck Scale.

FAIRBANKS SCALES

New York
Broome and Lafayette Sts.

Preferred the  World Over

Chicago
900 South Wabash Ave.

And forty principal cities in the United States.

MAIL THE COUPON TODAY

FAIRBANKS SCALES (Mail to nearest address)
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900 S. Wabash Ave., Chicago.

ASA301.1-1771

Please send your special booklet, "A Talk On Scales," and Type "S" specifications.

Name

Address



The Telephone and Better Living

PICTURES of pre-telephonic times seem quaint today. In the streets were horses and mud-splashed buggies, but no automobiles and no smooth pavements.

Fifty years ago homes were heated by stoves and lighted by gas or kerosene lamps. There was no domestic steam heating or electric lighting, nor were there electric motors in the home. Not only were there no telephones, but there were no phonographs, no radio and no motion pictures.

The telephone permitted the separation of business office from factory and made possible the effective co-ordination of widespread

activities by a centralized organization. It changed the business habits of the Nation.

The amazing growth of the country in the past fifty years could not have come had not science and invention supplied the farmer, manufacturer, business man and family with many new inventions, great and small, for saving time and labor. During this period of marvelous industrial progress, the telephone had its part. It has established its own usefulness and greatly accelerated the development of the industrial arts which have contributed so much to better living conditions and to the advancement of civilization.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES



IN ITS SEMI-CENTENNIAL YEAR THE BELL SYSTEM LOOKS FORWARD TO CONTINUED PROGRESS IN TELEPHONE COMMUNICATION

10,000 SHIPPERS
Are now using

**TYDEN
CAR SEALS**

Bearing shipper's
name and consecutive
numbers.

Prevent
CLAIM LOSSES

Write for samples
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INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President

617 Railway Exchange Bldg., Chicago, Ill.



**CONE-SHAPE
GRINDERS**

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Howator. Have used a No. 4 ten years with less than one dollar per year for repairs." R. W. Watt, Jacobusburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. GI

N. P. BOWSHER CO., SOUTH BEND, IND.

Cover's Dust Protector

Rubber Protector, \$3.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



When In Minneapolis
Stay At

The NEW NICOLLET HOTEL

Opposite Tourist Bureau on
Washington Avenue
The Northwest's Finest Hotel.
600 rooms with bath or
connecting.
Every room an outside room.
Largest and Finest Ballroom
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Rates:

59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock,
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Fort Morgan, Colo.—Having always been a subscriber to your Journal, simply cannot get along without it. We need the news therein. Kindly enter our name for one year's subscription.—Fort Morgan Grain & Bean Co.



The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

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Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc.

Consult us regarding your grain elevator needs.

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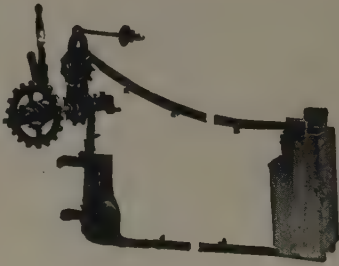
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We build our chain feeders to deliver the capacity of the U. S. sheller which is sufficient endorsement of durability and capability.

Get Your Grain In—And The Farmer Out—In a Hurry. The Cost Is No More

Here is your combination for speed and insurance against the costly "Choke-up."

The U. S. Chain Conveyor and Feeder
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The U. S. "V" Type Elevator Bucket



The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

Priced accordingly.

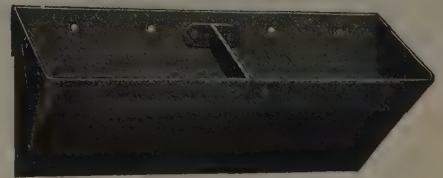
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"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."

Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment
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Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

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We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

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Belt or
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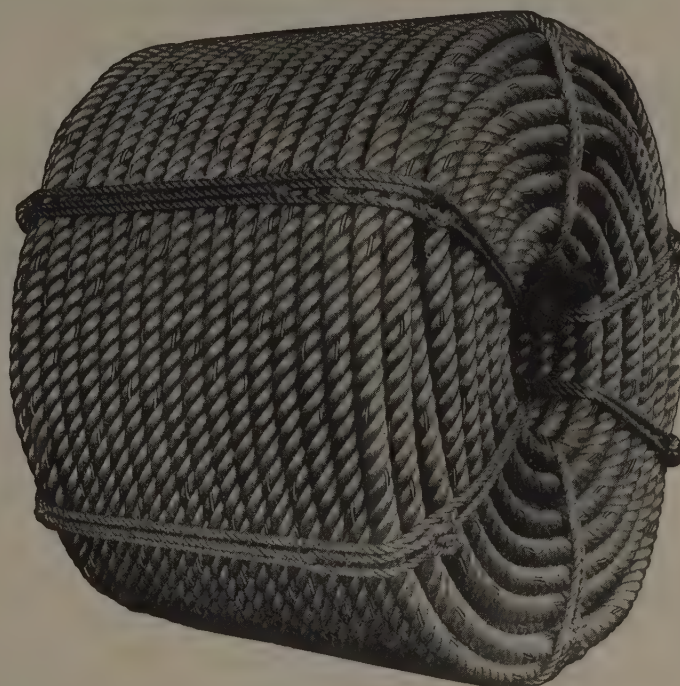
WHIRL-BEATER

produces a better feed
with less power

Send for illustrated literature
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The Result of Actual Experience

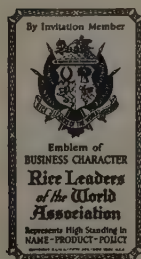
We have emphasized the greater amount of satisfaction which actual users derive from their Columbian Rope Drives. Letters received from enthusiastic users giving "results of actual experience" prove conclusively that

Columbian *Tape-Marked* Pure Manila Transmission Rope

is all we claim for it, and more. Read the following extract from the letter of a Columbian user, whose Transmission Rope was destroyed in a recent fire.

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When you are in need of a new Rope for your drive, specify *Guaranteed Columbian Transmission Rope*. If you are contemplating the installation of a Rope drive, let our Engineering Service Department assist you. Their many years of practical experience is at your command.



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The "HALSTED" HAS NO EQUAL



No Seal Rings
Scientific

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Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

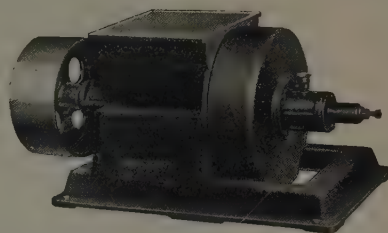
Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

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DREADNAUGHT EAR CORN CRUSHER



SUPERIOR CONSTRUCTION

Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

WRITE FOR BULLETIN D.

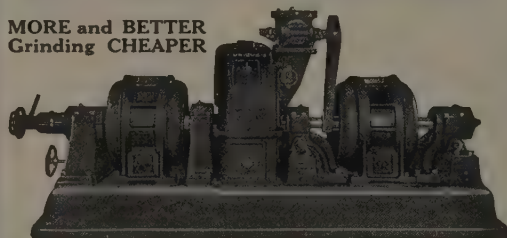
BRYANT ENGINEERING COMPANY

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For Greatest Profit In
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UNIQUE BALL BEARING ATTRITION MILL

MORE and BETTER
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The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

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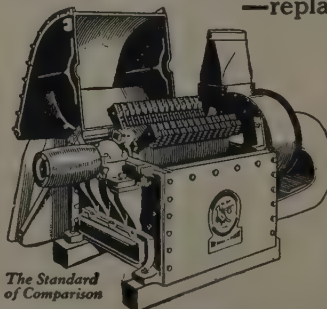
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Grinds Any Feed to Any Degree of Fineness

The "Jay Bee" delivers larger capacities with less horse power than any other mill. The "Jay Bee" has no burrs, no knives, no rolls, no breaker plates. Manganese steel hammers, each having sixteen cutting edges reduce friction to a minimum—keep up—keep cost down—replacement parts few.



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Investigate today.
Write for full description and prices.

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Beware of imitations. All infringements will be vigorously prosecuted.

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Folwell-Sinks Form Lifting

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Manufactured and Sold by

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Grain Elevators, Transfer Houses,
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*"If Better Elevators are Built
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Concrete Pits that ARE Waterproof

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SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices
W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

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★★ The Star Engineering Company ★★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and Information promptly furnished

Wichita, Kansas

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Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
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Preliminary Sketches and Estimates,
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New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we
issue a net price catalog. If in
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Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

It is the returns from advertising that
permits the maximum of service to our
readers. Please specify the *Grain
Dealers Journal* when writing an
advertiser.

Tell us what you
need for your
Grain Elevator
and we'll tell you
where to get the
latest and best.

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GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising
pages as well as our reading matter columns present real opportunities to alert
readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

Operated by
The Eastern Grain,
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Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

James Stewart and Company, Inc.

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1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



Missouri Pacific Railroad Co.

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

DESIGNED AND BUILT BY

Folwell-Ahlskog Co.

Engineers and Constructors

323 N. Michigan Ave. Chicago, Ill.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company.

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 800,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit of 250,000 bus. storage completed early in 1925.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.



Santa Fe Elevator "A"

Kansas City, Kans.

**Capacity
6,500,000 Bushels**

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago

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837 W. Hastings St., Vancouver, B. C.

McKenzie-Hague Co.

*Engineers
Contractors*

Minneapolis, Minn.



Hallett & Carey Co. Elevator
Minneapolis, Minn.
now under construction



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company
Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

WEST CENTRAL ILLINOIS—40,000-bu. elevator for sale, on private ground, electric equipment. Address Box 47, Warsaw, Ill.

CENTRAL KANSAS—8,000 bu. iron clad elevator for sale. An all year station. Address 56G39, Grain Dealers Journal, Chicago, Ill.

NORTHEAST KANSAS—Good elevator for sale on Santa Fe R. R. Business good. Address 56E15, Grain Dealers Journal, Chicago, Ill.

BIG BARGAIN—Seven elevators in Northern Illinois. Sold singly or as a whole. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

KANSAS—21,000 bu. elevator, coal, salt and farm machinery business for sale. Average receipts 21 years 97,548 bus. grain annually. Town & Merc. Co., Pearl, Kansas.

N. W. IOWA—30,000-bu. cribbed elevator for sale and studded oat bin annexed. Station handling about 350,000 bus. grain annually. Good competition and large territory. Address 56H2, Grain Dealers Journal, Chicago, Ill.

KANSAS—Modern 6,000 bu. grain elevator with truck dump, feed business and filling station for sale. Will sell grain and feed business separate from filling station. Located on Santa Fe in good territory. Address M. A. Richardson, Mgr.-Owner, Murdock, Kansas.

EASTERN CENTRAL ILLINOIS—100,000 bu. elevator for sale, modern, electric power and light, on hard road, no competition, fine 8 room house, about 8 acres of land, also good site for lumber yard. \$39,000 for all. Address 56F5, Grain Dealers Journal, Chicago, Ill.

BLAINE COUNTY, OKLAHOMA.

Fully equipped elevator on Rock Island lease, double elevator 14,000 bu. capacity, warehouse 50,000 bu. capacity, chop and meal mill. Best grain point in Oklahoma's granary. Suitable terms to responsible party. Phone Walnut 3065. Address L. L. Klein, 227 American National Bank Bldg., Oklahoma City, Oklahoma.

TEXAS PANHANDLE—On the Shattuck branch of the Santa Fe, 15,000 bu. strictly modern grain elevator for sale, equipped with Hall special leg, manlift, truck and wagon dump, 10 hp. Fairbanks-Morse Engine. Largest wheat crop in history awaiting harvest. This plant located on private ground. A snap. Write 56J26, Grain Dealers Journal, Chicago, Ill.

FOR SALE

Wisconsin elevator located at Baldwin on the main line of the Chicago Northwestern Railroad. A modern feed mill is installed in the elevator and is well equipped to do custom grinding. Owner's death reason for sale.

Address Roy V. Junkman, Administrator, Ellsworth, Wis.

ELEVATORS FOR SALE.

NEAR DENVER, COLO.—22,000 bu. elevator for sale; trackage; electric power; operating. Terms. A. E. Collins, Boulder, Colo.

ILLINOIS—Two cribbed elevators in the heart of the Corn Belt; showing good business. If you want something good write quick to 56C15, Grain Dealers Journal, Chicago, Ill.

INDIANA Elevator for sale in best of corn and oat country; doing fine business; electrically equipped; large warehouses and coal yards. Address True Buckmaster, Portland, Ind.

EASTERN WISCONSIN—10,000 bu. elevator for sale in best dairy district; 4 warehouses; electric power; located on C. M. & St. P. Ry. Fine business for little money. Address Fred O. Iverson, New Holstein, Wis.

WESTERN OHIO—12,000-bu. elevator for sale; electrically equipped; 4 concrete storage tanks, balance wood; storeroom, coal bins, feed room; 4 acres ground; 7-room residence; on Big 4 Ry. Good business, priced right. Write 56H4, Grain Dealers Journal, Chicago, Ill.

MINNESOTA—35,000 bu. elevator for sale; electric power; large corn crib and implement shed; buildings in good condition. Located in the best agricultural section of S. W. Minn. Account of age desire to retire. Address 56J10, Grain Dealers Journal, Chicago, Ill.

KANSAS—15,000-bu. elevator and coal sheds on private owned grounds, also flour, feed, hardware and implement business; located in dark hard wheat belt in Central Kansas. Will sell separate if desired. Address Beaver Grain & Supply Co., Beaver, Kansas.

GRAIN AND COAL BUSINESS FOR SALE.

INDIANA—Modern elevator property in fine location, good railroad facilities, in good wheat, corn and oat territory, wheat looking fine. Property for sale at less than half price. Best of reasons for wanting to sell. A real elevator as well as a real bargain. Address 56J11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND MIXED FEED PLANT FOR SALE—Property located in heart of produce and jobbing business of Richmond, Virginia. Has own siding of 145 feet, paralleled by two jointly owned railway tracks. Capacity 6 cars. Mixing and milling in transit rates. Elevator, feed mixing and loading equipment modern in every respect. Concrete bins and walls, maple floors, automatic sacking, loading chutes. Bin capacity 35,000 bus. Capacity sacked grain and feed 15 carloads. Capacity mixing plant 10 tons per hour. Heart greatest dairying and poultry district in south. No local competition of consequence. This is a real opening for capable manufacturer with some capital who wants to enter business in territory now unoccupied. Address A. L. ADAMSON, 913 Hull Street, Richmond, Virginia.

ELEVATORS FOR SALE.

TWO EASTERN NEBRASKA Elevators for sale; good business at each. Address Wm. Burk, Hallam, Nebr.

OKLAHOMA—18,000 bu. elevator for sale in the best wheat belt of Oklahoma, 100 bbl. mill in connection. If interested address 56J3, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—12,000 bu. house on main line A. T. & S. F. for sale, in the corn and wheat belt. No competition. Price \$2,500. Address Consumers Fuel & Feed Co., Galesburg, Ill.

KANSAS—10,000 bu. cribbed elevator for sale in the cream of Kas., where crops never fail. Priced right, any reasonable terms. Address 56J18, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—30,000 bu. cribbed elevator for sale, modern and in good repair. Come and look it over, a real bargain. Price \$6,500 cash. No trades considered. Address 56F25, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—12,000 bu. elevator for sale, electrically equipped, truck dump, in best grain land in state. Fine competition; sidelines, flour, feed, coal; main line R. I. Must sell at once. Dirt cheap at \$7,000. Address 56C14, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—20,000-bu. elevator, warehouse, feed, feed grinding and seed business for sale; electric power; full equipment. Ideal location on main line Q. Ry. between Twin Cities and Chicago; prosperous dairy section; long established business. Real opportunity. Bargain. Address F. J. Bohri, Fountain City, Wis.

NORTHEAST KANSAS—One 8,500 bu. elevator in heart of best corn and wheat territory. Just one man house and wish to sell or trade for larger house in western half of state. Located on Rock Island and has best of rates to interior milling centers and southern markets. Crop conditions extra good. Address 56G8, Grain Dealers Journal, Chicago, Ill.

COLORADO—The Farmers Elevator Co. of LaSalle, Colo., wishes to go out of business and offer their property consisting of one 15,000-bu. elevator, bean warehouse, coal shed, brick store building with full basement store room on first floor, one large hall and 3 rooms for offices on second floor, a machine shed back of store, for sale at a good discount. All buildings in good condition and no competition. Are you looking for a bargain—here it is. Splendid crop prospects. Address all letters to the LaSalle Co-op. Exchange, LaSalle, Colo.

2 GOING WISCONSIN PLANTS FOR SALE. CHIPPEWA FALLS Elevator and Feed Mill, equipped with poultry feed machinery, a 20-inch electric attrition feed mill, corn crusher, cob crusher, corn sheller, grain and seed cleaner. Warehouse 200 feet long with full basement for potato storage, equipped with wagon dump, graders, conveyors, etc.

PLANT AT EAGLE POINT, 7 miles north on C. & N. W. R. R. Two-story brick store and dwelling with basement for potato storage 49x50; potato house 24x160; hay house 28x120; flat elevator 32x94; two coal sheds; potato house equipped with wagon dump and two graders, conveyors, etc. Electric power.

Will be sold separately or all together. Located in best dairy section. Will consider good farm land in exchange.

Farmers Produce Co., Chippewa Falls, Wis.

Terminal Transfer Elevators

For sale in Chicago District; small; fully equipped with cleaners, clippers and sulphuring machinery; first class condition, now operating. Storage capacity 125,000 bushels; handling capacity 25 cars daily. Going concern with established business that will go with elevators. Address 56F30, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE.

PESOTUM, ILLINOIS—Grain elevator in the corn belt for sale on Illinois Central R. R. Address J. W. Reinhart, Pesotum, Ill.

CENTRAL ILLINOIS—40,000 bu. elevator on I. C. Ry., 500,000 bu. station, good competition. A bargain for quick sale. Address 56J23, Grain Dealers Journal, Chicago, Ill.

SEVERAL GRAIN ELEVATORS for sale at small stations in Northern Illinois, also handling lumber, coal and other sidelines. Holcomb-Dutton Lumber Co., Sycamore, Ill.

CENTRAL IOWA—Grain and coal business for sale on the main line Milwaukee Railroad; capacity 40,000 bus.; also oat annex, 25,000 bus. capacity. No competition either line. Strictly modern houses. Address 56F20, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—22,000 bu. cribbed elevator in best grain territory of Central Ill. Good coal business in connection. Everything in excellent repair. Account of other business will sacrifice at \$7,500 and give liberal terms or will consider leasing. Address 56H26, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—18,000 bu. elevator and feed mill for sale in small town, electrically equipped, all modern, sideline coal, feed, flour, seed, hay, straw, in fact everything in farmers line. No competition; making 15 to 20% on investment; the best business ever offered. Wish to retire from business. Address 56F14, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE OR LEASE

INDIANAPOLIS, IND.—Reinforced concrete grain storage elevator, equipped with dryer. 150,000 bu. capacity; adequate railroad facilities. Address Falender Realty Company, Indianapolis, Ind.

FOR SALE OR LONG TERM LEASE.

Electrically equipped elevator in good location, Kansas wheat belt. Long established coal and grain business in connection. Address John Bauer, Burdett, Kansas.

ELEVATOR FOR LEASE

AMORITA, OKLA.—Farmers Elevator for lease. Alfalfa County, on Rock Island Railroad, 15,000 bu. capacity. Address F. B. Clutter, Sec'y, Amorita, Okla.

FOR LEASE.

WILL LEASE grain, milling and seed business. Finest going business in North Central Illinois and a money maker. Located in city of 30,000 and in the grain and seed belt. Reason for leasing is sickness. This opportunity of getting a going business will be snapped up quick. Address 56J17, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED.

WANT TO BUY, lease or manage grain elevator. Prefer Kansas. Address 56G28, Grain Dealers Journal, Chicago, Ill.

WANT TO LEASE grain elevator in wheat belt. Prefer Kansas or Oklahoma. Address 56J31, Grain Dealers Journal, Chicago, Ill.

WILL BUY OR LEASE two good country elevators handling coal and other side lines. Oklahoma preferred. Address 56J7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. McGuire, 6440 Minerva Ave., Chicago, Ill.

MILLS FOR SALE.

KENTUCKY—The Carlisle Milling Co., Carlisle, Ky., will be sold at public auction at the Court House door, in Carlisle, Ky., at 2 o'clock p. m. Thursday, May 20, 1926. Address U. M. Swinford, Receiver.

FOR SALE—Flour and corn mill, electrically driven; cap. 125 bbl.; located in heart of coal fields. Will sell as a whole or machinery, belting and motors separate. For particulars inquire Ashland Milling Co., Ashland, Ky.

BUSINESS OPPORTUNITIES.

ILLINOIS—An established feed grinding business and plant for sale. For further information write John W. Cooper, Byron, Ill.

FOR SALE—A controlling interest in an old established business dealing in hay, grain, salt, flour and coal; also a gasoline agency. Full particulars if interested. Address Box 418, Silver City, New Mexico.

FOR SALE OR LEASE: Up to date Molasses & Dry Mixed Feed Plant, 20,000 bu. storage, all new bldgs. and machinery. Big Dairy and Poultry business, both local and car lots. Write care of Box 236, Weatherford, Texas.

LOAN WANTED.

WANTED—\$3,000 loan on 20,000-bu. grain elevator, feed store and corn crib. All clear, good going business, located in Eastern So. Dakota. Operated by owner. Address 56H17, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED

WANTED position as manager or solicitor; 15 years' experience; good bookkeeper; best of references. Prefer Ind. or Ill. Address 56E14, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager grain elevator; 20 years' experience; understand sidelines; good bookkeeper; references. Address 56J23, Grain Dealers Journal, Chicago, Ill.

OPPORTUNITY wanted by educated man, young in years and possessing extensive knowledge of grain business. Prefer N. W. Iowa. Write 56G30, Grain Dealers Journal, Chicago, Ill.

MANAGER with 14 years exp. desires position with country elevator; understand sidelines, books; references. Prefer Nebr. or S. D. Write 56F2, Grain Dealers Journal, Chicago, Ill.

POSITION as manager of country elevator or solicitor wanted by married man with 12 years' experience managing elevators with all sidelines. Reason for change, elevator's sold. Write 56H16, Grain Dealers Journal, Chicago.

POSITION wanted as second man in Farmers Elevator; experienced, good judge of grain, good bookkeeper. Would consider position with Line or Independent; married; age 40. Address 56G24, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of country elevator or flour mill, or solicitor for grain commission firm; 20 years' experience as country grain dealer and have extensive knowledge of the grain business. Address 56J19, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as terminal elevator supt. or foreman; 18 yrs. exp. in all classes of elevator work, including 6 yrs. as supt. in houses ranging from 150,000 to 500,000 bu. capacity; 37 yrs. of age; single. Can go anywhere at any time. Address 56J9, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced elevator manager by Montpelier Farmers Elevator Co., of Montpelier, N. Dak. For further information address Alf. Schollander, Sec'y, Jamestown, N. Dak.

SCALES FOR SALE.

ONE RELIANCE Portable Bagging Scale in fair condition—cheap. Address Melik Hirmon, Ulysses, Nebr.

5 BUSHEL latest type self compensating Richardson Automatic Scale for sale. W. C. Bailey & Son, Omaha, Nebr.

PORTABLE BAGGING SCALES—3 Richardson Automatic in excellent condition. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

HOWE—Used 500 bu. Howe Hopper Scale; also sample Howe Automatic Bagger and 1,000 bushel per hour Howe Continuous Automatic Veigher at bargain prices. Howe Scale Company, 512 St. Charles St., St. Louis, Mo.

SIX FAIRBANKS Hopper Scales, 1600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., 800 E. 18th St., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

ENGINES FOR SALE.

FOR SALE—1 35-hp. Avery stationary gas engine, used 3 months. Also 1 15-hp. Fairbanks-Morse gas engine, used little. Address Chrisman Grain Co., Chrisman, Ill.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

ENGINES WANTED.

WANTED—One or two oil engines—Fairbanks-Morse make preferred—must be A-1 and worth the price asked. Address 56J6, Grain Dealers Journal, Chicago, Illinois.

MACHINES WANTED.

WANTED—One 20 or 22-inch elevator stand complete; 1 Western Corn Sheller; one Shaker. McComb Farmers Co-op. Co., McComb, Ohio.

WANTED—Used lifting jacks for moving form construction. Must be in good condition. Stevens Engineering & Construction Co., Buder Bldg., St. Louis, Mo.

MOTORS FOR SALE.

ONE 20 H. P., 3 phase, type C. C. L. Westinghouse Motor, almost new. Will sell at a bargain. M. C. Rucker, Lohrville, Iowa.

RELIABLE

German Agent

desires to represent an American firm exporting grain to Germany

OTTO HERR

Tiedgestr 4 Hannover, Germany

MACHINES FOR SALE.

40 FT. HART Ear Corn Cup Elevator with controllable leg dump for sale. All in good repair. \$175.00. J. S. Cameron, Elliott, Ill.

FOR SALE—One No. 16 right hand U. S. Cylinder Corn Sheller, capacity 800 to 1000 bu. per hour. The Blair Elevator Corporation, Atchison, Kansas.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—One No. 137 used Standard Seed Cleaner, good as new. Capacity 200 to 300 bushels per hour. Address 56J13, Grain Dealers Journal, Chicago, Ill.

A EUREKA Warehouse Single Receiving Cleaner for sale equipped with automatic sieve cleaner. As good as new, only used 2 years. A bargain. Wolfe Grain Co., Shipshewana, Ind.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

PRICED TO SELL—20 hp., 3 phase motor; combined corn sheller; overhead dump; large Cornwall Cleaner; fan discharge sheller; 25 hp., single phase, 60 cycle motor; large hammer feed mill. W. W. Pearson, West Point, Ind.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. I double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

WILL SELL the following at very reasonable figures:

One Big 4 Joliet Sheller, slightly used.
Monarch molasses batch-mixer, almost new.
One 40" exhaust fan.
One 35 bu. oat clipper.

If interested communicate with
Yoakum Mill & Elevator Co., Yoakum, Texas.

BARGAINS—One ton vertical mixer.

One ½ ton vertical mixer.

One 9x18 3 pr. high roll.

One 7x18 3 pr. high roll.

Several hammer mills—Jay Bee, Williams and Gruendler.

Everything like new—priced right. Grain & Coal Dealers' Supply Co., Sidney, Ohio.

ATTRITION MILLS—Double head, motor driven, ball bearing; Monarch 24", Munson 24".
Single head, motor driven; Bauer Bros. 24".

Double head, ball bearing, belt driven: Monarch 20".

Single head, ball bearing, belt driven: Dreadnaught 18", Robinson 16", Diamond Huller 14".

Plain bearing mills: Halsted 18", Dreadnaught 18".

Mixers: All steel, horizontal and vertical; Hutchinsonson and Triumph Corn Shellers; dust collectors; large and small elevators; belt conveyor; steel conveyor; reels for grading chick feed; 1 Fairbanks Automatic Sacking Scale; Corn Scourer.

Scourers: Invincible No. 1 and No. 1 double. Monitor No. 1, Iron Prinz ball bearing No. 4 and No. 4 plain bearing.

Separators: Monitor No. 3 and No. 1. Wolf No. 771 Compound Shake. Clutches, Tighteners, a few sheave pulleys, blowers, a few large pulleys, wood and iron pulleys, shafting, hangers.

Everything for the elevator. Get our prices before buying elsewhere.

A. D. HUGHES CO., Wayland, Mich.

MACHINES FOR SALE

COMPLETE MIXED Feed Unit for sale. Diamond Mills, Evansville, Indiana.

FOR SALE—1 40-hp. Atlas Engine and Boiler in good repair, running every day. The McComb Farmers Co-op. Co., McComb, Ohio.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St. Chicago, Ill.

MACHINES FOR SALE OR TRADE.

FOR SALE—25 hp. type Y Fairbanks-Morse Engine. 25 bbl. "Midget" Marvel Mill and all mill equipment. Would exchange for small farm. Orrin Echelberry, Blue Rock, Ohio.

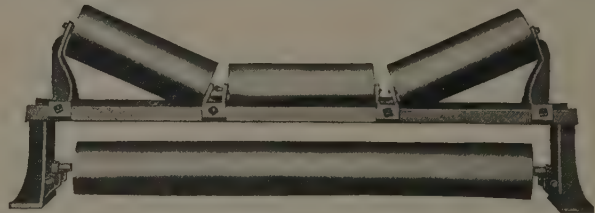
FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.



If You Need HAY
write us for delivered prices



MONARCH ANTI-FRICTION BELT CONVEYOR IDLER

A RUGGED, power saving, alemite equipped roller bearing conveyor idler designed, not only to reduce grain handling costs, but also operating and maintenance expense.

This new Monarch Conveyor line is representative of the complete line of trippers, sheet metal work, power transmission and other grain handling equipment made by the Monarch Mill Builders.

Full information on request.

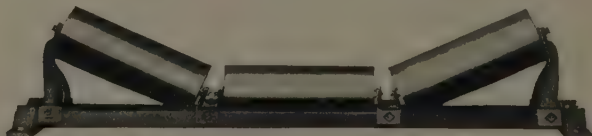
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Muncy, Pa.

Chicago Office
9 S. Clinton Street

Kansas City Office
612 New England Bldg.



SEEDS FOR SALE—WANTED

Directory

Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

COBURG, IOWA.

McGreer Bros., whise. seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SEEDS FOR SALE.

COW PEAS, FANCY BLACKKEYE.

Write for samples and prices.
B. I. Holser & Co., Walkerton, Ind.

TENN. CULTIVATED GERMAN MILLET

For Sale—Carlots Only
Ask for Samples and Prices
CHERRY-MOSS GRAIN COMPANY,
Union City, Tennessee.

HIGH GERMINATION 1924 and 1925 seed corn at low prices. Can furnish in car lots or less, Wimples, Silver King and Reid's, either crib run or selected, immediate delivery. Alfalfa Products Co., Sioux City, Iowa.

EARLY WIMPLES Seed Corn; yielded highest in N. C. Iowa corn yield contest in 1924 of state yield contest. 10 days' free test trial, if not satisfactory your money back. Bu. \$4; 3 bu. \$11; 5 bu. lots or more \$3.50 per bu. Bags free. J. W. Kempe, Hinton, Iowa.

SEED CORN—Carefully selected, tested, and carrying Purdue Agricultural Station Tags, in bushel bags in ears, showing germination of 95% or better. Reid's Yellow Dent crossed with Crawford Variety, which is a particularly desirable character of corn for this latitude; good size and quick growth. In quantities desired, reasonable price considering quality. Samples and prices on request. H. E. Kinney Grain Co., Board of Trade, Indianapolis, Ind.

BUCKEYE BRAND FIELD SEEDS

Strictly No. 1 Quality

The J. M. McCullough's Sons Co
CINCINNATI OHIO

LOUISVILLE SEED COMPANY

Incorporated
Louisville, Ky.

Headquarters of
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas

First and Victor Streets

St. Louis, Missouri

SEEDS

Alfalfa, Sweet Clover
Domestic Red Clover
Timothy, Seed Grains

And All Other Seed

Carloads or less. Write for samples

NORTHROP, KING & CO.
Minneapolis, Minn.

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

We are Buyers and Sellers,—TIMOTHY CLOVERS
MILLETS, Grass Seeds and Seed Grains

Send samples for bids. Ask for samples and prices

KELLOGG

SEED COMPANY

MILWAUKEE, WISCONSIN

FIELD AND GRASS SEEDS

RUDY-PATRICK SEED CO.

Alfalfa, Sudan
Millet and Cane

KANSAS CITY, MO.

Kraus & Apfelbaum

Ft. Wayne, Ind.

Wholesale

Field Seed

Dealers

Our AA Brands stand the test.
Ask the dealers who buy them.

Dealers in the

Clover, Alfalfa and Timothy

Seed Districts, mail us your samples. We are always in the market. Let's get going with one another.

COURTEEN

Seed Company

Weekly Price List on Request.
Milwaukee, Wis.

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

HIGH TESTING
NEBRASKA AND
DAKOTA GROWN
SEED
CORN
CLOVERS
TIMOTHY
ALFALFA

Get Our Samples and
Prices Before Buying

NORTH AMERICAN SEED CO.
MILWAUKEE, WIS.

Figure the amount of advertising carried—Can you doubt our ability to Produce Results

FALK



16

Falk Herringbone Gear Speed Reducers in The New Marine Elevator at Buffalo

Falk Herringbone Gear Speed Reducers have become synonymous, to elevator builders, with smoothest power transmission.

The speed reducer shown above is one of the 16 units in the Falk installation at the New Marine Elevator at Buffalo, N. Y.

Falk Herringbone Gears are produced on special hobbing machines with patented compensating mechanism which insures great accuracy in cutting. They are absolutely quiet—free from heat and vibration—and transmit power with far less loss than any other known type of mechanical power transmission.

Write for Bulletin No. 38

THE FALK CORPORATION

Milwaukee, Wisconsin.

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, MAY, 10 1926

MISSOURI farmers have lost so much money in cattle feeding during the last four years that in many sections they are badly discouraged and disposed to stop feeding and ship grain as soon as harvested.

CONSULTING with your favorite fire insurance company which specializes in reducing fire hazards, before building a new or remodeling an old elevator, will often save you the cost of the improvement in reduced premiums. Try it.

REPRESENTATIVE Tincher of Kansas denounced the lobby working for a farm subsidy and Frank W. Murphy in particular in the House last Saturday, but still the agitators persist in their efforts to put the government in the grain business so they can get a job.

THE LOWEST bidder for the contract to build you a new elevator is not always the most desirable builder. Experience has proven that the grain dealer who persists in letting contracts for new elevators on the basis of price alone is generally doomed to grievous disappointment. Grain dealers who want a conveniently arranged house, one that can be operated with a minimum cost for power and labor, owe it to themselves to look about a bit before letting their contract, and to confer frequently with their builder in the hope of determining the most desirable features of a house needed to handle their business. A careful study of the important features before the contract is let will invariably save time and money afterward as well as insure the obtaining of a more satisfactory house.

EX-ELEVATOR OPERATORS who are hobbling about on crutches will tell you with great emphasis that the best manlift obtainable is the least expensive to the man who desires to live and continue in business. They have gained their convictions from a sad and expensive experience which is surely worth heeding.

DO YOU spout all your shipments of oats direct from storage bin to car or do you rebin the heavy oats first to run out of storage and then run the heavy oats into car after oats in bottom of storage bin has been spouted into car? If you place the heaviest of your oats on top of each load the shipment will receive a higher grade and bring a better price. Try it.

A CONCRETE floor to cover the concrete bins of the Arkadelphia elevator illustrated in this number would have prevented the fire brands from dropping into the tanks, setting fire to the grain and greatly damaging both grain and tanks. Many builders now recommend that all bins be closed so as to keep all dust in the grain and prevent its spreading over the entire house every time grain is spouted into an open bin. The bin tops may reduce the storage capacity of the tanks, but they also reduce the dirt and dust hazard.

THE PRESENT suit by creditors of the planters terminal elevator concern at Des Moines to collect \$54,981 from 179 stockholders who failed to pay their subscriptions to the stock of the defunct concern may have the useful effect of deterring farmers from investing in other so-called terminal elevator companies now undergoing promotion. The terminal elevator business is reasonably profitable but not enough so to pay big salaries to promoters who do no work, or run the enterprise into the ground.

A LARGE CAPACITY feed grinder is economical if the elevator man can secure enough business to keep it running to capacity, but if his power, labor and equipment is idle half the time, his chances for accumulating profit are materially reduced. As the volume of business in a feed grinding plant increases, the overhead cost of grinding each 100 lbs. is reduced, but as labor is generally employed on a monthly basis, and taxes, interest and depreciation continue regularly, a large business the first half of the month will not insure a net profit for the month unless the charge for grinding takes cognizance of all the fixed costs.

OWNERS OF ELEVATORS located on railroad right-of-way who find themselves assuming responsibility for all accidents which may occur within 100 ft. of the plant should be given the use of the ground and tracks free. Why any elevator owner will ever consent to such an unfair lease as is being presented by some of the railroad companies is indeed puzzling. If they want to lease railroad land have a valuation placed on the ground and pay five or six percent interest on its value, then let the railroad assume its own responsibility for accidents that should have nothing whatever to do with a lease for ground.

SOME CONTRACTORS always raise frames about bin openings two inches above level of floor so that in case of a leaky roof, an open window or a frisky fireman water will be drained out of cupola and not get into the bins.

FIRES start so often in the elevator heads of grain elevators the conviction is gaining supporters that all could be prevented by using heavier head bearings with balls or roller bearings. The annual fire waste from this cause would more than pay the cost of the improvement for all elevators.

TRUCK DUMPS are proving necessary to the successful operation of country elevators in so many sections that it would seem to prove the grain producers are prosperous enough to buy all the trucks they want. The truck buyers are not worrying about the difficulty of disposing of their surplus grain, but striving to save their time and labor and facilitate the prompt marketing of grain when the roads are passable.

WOOD and other combustible material will burn just as rapidly in an elevator of tile or concrete as in a wood house, so the grain dealer who stores valuable grain in a tile or concrete elevator fitted with wood floors, partitions or leg casings without carrying full insurance is deceiving himself grossly. The heavy fire losses on grain in fireproof elevators so far this year should serve as a timely warning to all operators of fireproof grain elevators.

THE MANAGER of a grain elevator at Kamsack, Sask., recently saved his house from destruction by rushing into it immediately following a stroke of lightning and smothering many incipient blazes, thus holding the fire in check until the fire department arrived. After a long battle the firemen conquered the blaze and then maintained a vigilant guard on different floors of the house for twenty-four hours to detect any further outbreaks. Few fires could not be extinguished at the start if a determined manager had been present to fight it. In this case the elevator contained 40,000 bus. of wheat so the manager appreciated what would be lost unless he fought the flames fiercely.

GOVERNMENT OWNERSHIP of country grain elevators has not proved profitable in Manitoba. In fact, the Manitoba government is very happy to unload what has proved to be a white elephant on almost anyone who will make a firm offer. Fifteen of these country elevators were recently sold by the government for an average of \$2,000 a piece. Of course, the houses were all run down and poorly cared for, but what else could you expect? Whenever government attempts to serve in any capacity or to engage in any business, it invariably makes for waste, extravagance and poor service. Changing the force of politicians with each election destroys any interest the office holders might have had in the government's success in its commercial undertakings. The class which hopes to be served, the taxpayers and the government, all would be better off if all governmental excursions into business were stopped.

THE STATE OWNED elevator and flour mill of North Dakota has been losing \$1,600 per day, only because it has to compete with private enterprise, which is so much more efficient than government ownership that it can afford to pay more for wheat than the government mill, sell the product cheaper than the government, and pay taxes besides.

Free Storage and Larceny.

Most operators of country grain elevators object to the petty regulations, restrictions and requirements of the state commerce commissions so they do not engage formally in the storing of grain for farmer patrons, but many of them do issue scale tickets for grain received and permit farmer patrons to keep their grain in the elevator free of charge until they desire to sell, which is often many months hence.

The majority of grain dealers who do give free storage to their farmer patrons and the rise of the market whenever they desire to sell it, make a practice of shipping out the grain whenever the market suits them and using the money received therefor in their own business. As a rule the elevator operator is prompted solely by a desire to accommodate his farmer patron and to make sure that he gets the purchase of the grain when it is sold. This was the honest intention of the Alton, Ia. dealer whose experience was published in the Journal for April 25th, page 468, first column.

The Folger case is just like many other cases. The bailee would have paid for the grain at almost any time during the first year he was storing it free for the farmer, but when the farmer did finally call for his pay, Mr. Folger was nearly out of money and out of credit, so he couldn't pay the full amount although he was disposed to pay what he could.

In the case of Inkster Bros. of Melvin, Ill., who became financially embarrassed before all of their farmer patrons called for their grain, the receivers who bought the grain were called upon to pay a second time for it and direct to the farmers who had stored it with Inkster Bros.

Another case involving the same practice of giving free storage and the rise of the market is involved in the recent failure at Taylorville, Ill. Through all the years of the organized grain trade we have heard the free storage abuse denounced, and deplored, but still many elevator operators where competition is keen, persist in giving not only free storage, but the rise of the market to their farmer patrons. While it is true they are able to purchase most of the grain taken into their elevators with this free storage bait, many of them are cajoled into giving more than the grain is worth by the threat of the owner that he will take it out and sell it to someone else.

If the grain trade is possessed with the surplus storage facilities claimed, then it should be a profitable matter for the dealers at the stations where the surplus exists to get together, make a close compilation of all the ex-

penses incurred in the maintenance of the surplus storage plus the taxes, interest, power, insurance, depreciation, up-keep and cost of operation, and establish from this a fair and equitable storage charge and levy it on a per diem basis.

Inasmuch as most dealers do not expect to hold grain for anyone more than ten days, then they should give notice that the charge for the first ten days or part thereof, will be 1c per bushel, and after that period, the charge shall be $\frac{1}{2}$ of a cent per day. This would turn the surplus elevator room to the use of the producers and take care of part of the expense of its maintenance. The advantage of having a per diem charge for storage and collecting it, is that it discourages holding.

The space is worth much more than $\frac{1}{2}$ of a cent per day to any live grain dealer, but by this arrangement he accommodates his patrons and gets the grain into his bins. If he collects a stipulated storage fee he will not be tempted to ship the grain out every time the market jumps a cent or two, and so long as he keeps the original grain or grain of like quality and quantity in his bins he is not open to the charge of larceny by embezzlement of the grain.

The Folger case presents a pitiful situation. Mr. Folger had spent forty of his sixty-eight years in serving the farmers who had grain to market, and he always bore a good reputation and had the confidence of the farmers. He had no intention of defrauding anyone. He issued no storage receipts and he paid the outstanding scale tickets so long as he had any money left. Financial reverses prevented his paying for all the grain of one or two farmers, with the result that he now stands charged with larceny by embezzlement and has been sentenced to five years in the penitentiary.

It would be much better for both the grain grower and the grain dealer if the farmer would keep his grain on the farm out of sight when he desires to speculate on the rise of the market. The elevator operator often has need for his storage room and cannot afford to give it free to all comers. He built the storage for the accommodation of his own business and if he is to succeed in business he must use the space.

Giving free storage is accompanied with sufficient hazard without also promising the rise of the market. Speculators of no future market would think of giving anybody the privilege of selling them a put without being paid for the privilege. Grain dealers who take grain into their elevators, whether on a legal contract calling for a specified storage fee, or free of any storage charge, must pay in addition to the cost of receiving and elevating the grain, the fixed overhead charges of the plant. Then too, they must expect to take care of the grain and assume responsibility for its shrinkage, deterioration or destruction.

In the light of the recent experiences of different dealers who are now threatened with fines and imprisonment, it would seem far better for all operators of country elevators to desist and refuse to store grain for anyone either free of charge or for a living fee. The maximum profits to be gained from storing

free or for a charge, are infinitesimal compared with the fines and imprisonment threatened those who are unable to pay the full amount for the grain so accepted.

Status of Farm Relief Legislation.

Farm relief legislation has been pending in Congress so long that every member understands the purport of the three leading bills, the Tincher, Haugen and Aswell-Curtis. The education of members of Congress on the economic merits of this legislation was almost completed two years ago when the price fixing McNary-Haugen bill was defeated by a good majority.

A measure that should be considered purely on its merits from the standpoint of economics now had become the football of politics. The congressmen are considering the effect of their votes on farm relief as affecting their prospects for continuing in office, regardless of whether their vote will benefit the farmers. One faction is bent upon discrediting the party in control. Another faction hopes to split the leading party with an eye on the next presidential nomination. This faction has done everything to get the support of the South, but the South does not like the principles of the Haugen bill, with protection and equalization fee.

The Haugen bill has the persistent support of the farm bloc, the grafters, socialists and farm agitators. The administration is against such a raid on the treasury. To give the farmers a \$375,000,000 subsidy would require a revision of income taxes on all citizens upward and would defeat the President's earnest efforts to reduce our public debt.

The Tincher bill has the support of the administration. It calls for no equalization fee. The farm agitators are dead set against the Tincher bill because the \$100,000,000 appropriated will be loaned only, and must be repaid by the co-operative organizations.

As long as the votes of the congressmen are governed by personal or party advantage, as they see it, the outcome of the debate this week is uncertain. It may result in the defeat of both the Haugen and Tincher bills and the enactment of the Aswell bill which appropriates \$10,000,000 to aid co-operative marketing, after what is known as the Yoakum plan.

The judgment of close observers at Washington is that the Haugen bill is losing ground. Those close to the President declare it will be vetoed if passed, as he is known to be opposed to the government engaging in the grain business or any business. The presidential veto may be relied upon to prevent the enactment of this menace to the grain trade.

Neither the Tincher nor the Aswell bills place any curb on private enterprise in the grain business as would the Haugen bill. These two measures are class legislation, using the powerful arm of the federal government and federal funds to assist those who would engage in the handling of grain co-operatively, while giving no assistance to those buying and selling grain as independent merchants. The grain merchants, however, are in a minority, and we are in the hands of the politicians who seem willing to do anything for votes.

Fireproof Elevators Will Burn.

Illustrated in this number are fires of so-called fireproof elevators which serve to emphasize two weaknesses in grain elevator equipment. Each of these fires originated in the cupola and each occurred in a fireproof elevator.

One Ohio elevator was not seriously damaged by fire, but the damage to grain by water is sure to be large.

In the other Ohio concrete elevator the damage to the elevator is nearly \$20,000, but fortunately it did not contain much grain so the loss on grain is small.

But the real surprise in the small protection afforded the owner of reinforced concrete tanks occurred at Arkadelphia, Ark., where the grain in the tanks was set afire by wood spouting from the conveyor above and resulted in heavy damage to both the tanks and their contents.

This should prove a valuable warning to the owners of concrete elevators who carry their own insurance and deceive themselves with the idea that their fireproof storage and their grain is in no danger of fire. Owners of so-called fireproof elevators can greatly diminish the risk of fire by tearing out all wood parts and keeping wood and other combustible material out of the elevator and thereby they will earn not only a lower rate for fire insurance, but will effect a material reduction in their own risk of fire.

The Locomotive Spark Hazard.

Elevator owners everywhere will be more than pleased at the success of the Farmers Elevator Co. of Mexico, Ind., in winning its suit for damages against the Pennsylvania railroad for the destruction of its elevator by locomotive sparks. Every court has favored the elevator owner and it is expected that the Supreme Court of the state will soon uphold all previous decisions. This uniform view of the matter by the courts should encourage all owners of elevators located on railroad right-of-way to refuse to sign the preposterous leases submitted to tenants by most of the railroads traversing the grain surplus states.

It is not an expensive matter for the railroad companies to equip their locomotives with spark arrestors which shall prevent their locomotives scattering a shower of sparks every time they pass, but of course if the engineers persist in jabbing crowbars through the screens, then the sparks will continue to come out in threatening numbers.

So many grain elevators equipped with combustible roofs are known to be set on fire each season by locomotive sparks it seems certain that this dangerous fire brand is responsible for even more elevator fires than are now credited to it.

The pugnacious little sparrow has long been persistently rebuilding nests in the eaves of the elevator, not primarily for catching locomotive sparks, although the nests are known to be ready promoters of fire.

All new modern elevators are protected against this hazard by non-combustible roofs, and if the railroads were real shrewd they would not grant a lease for a grain elevator

unless the owner would contract to cover it with non-combustible material; then both would be relieved of much worry and some loss. So long as the railroads obtain their power from locomotives the spark hazard will imperil the existence of the wood shingle elevator, so that until electrical locomotives are a reality, it behooves the elevator owners to use every precaution to save their property from the sparks.

Safer Leg Equipment Needed.

So many fires have originated in the cupola of grain elevators recently that the impression is gaining ground with fire insurance inspectors that either the elevator heads are not properly constructed, or else they are not receiving the attention needed in the way of lubrication.

Small shafts with small bearings cannot be expected to carry the heavy load of belt, buckets and grain without getting hot even when well lubricated. It is no economy to install equipment any place about a grain elevator that increases either the cost of power or the risk of fire.

Some fire hazard experts have always stubbornly opposed the use of lagging on head pulleys while others insist that if the head drive has ample power and the head pulley is well lagged with rubber belting, a choke will not result in hot bearings and a fire, but will quickly break the belt and reduce the danger of fire.

Both roller and ball bearings have been used quite successfully in elevator head bearings and surely they are needed more at this point than any place else about the elevator. The extra pull on all head pulleys has seldom been given the full consideration to which it is entitled by elevator owners or contractors.

The fire insurance companies specializing in grain elevator risks have long granted a credit of 10c per hundred from the basis rate for the installation of manlifts, with the expectation that the operators will be induced thereby to make more regular trips to the cupola and give closer attention to the needs of the machinery running there.

Another point in favor of the use of lagging on head pulleys is that the belt is not so likely to run off the side and rub the casings of the leg or head.

Fires originating in the fireproof elevators illustrated in this number were traceable direct to the elevator head and the wood casing.

Elevator owners who are willing to profit by the experiences of their brothers will give more serious consideration to the details of their leg improvements and installations to their own great advantage, not only in the greater safety, but also in the saving of power. Permitting the installation of second hand machinery which is badly worn or poorly suited to the work it is desired to do, should not be tolerated in the elevator head.

We have no doubt that great improvements are to be made in the construction, arrangement and driving of elevator legs, but the elevator owners will not make these improvements unless they give serious consideration to the drawbacks of the old installations and insist on having the latest and best equipment for the leg throughout, because it is essential to the successful operation of the plant.

Improvement Hints.

BY TRAVELER.

THE LEG BELT raises no grain with the buckets which have gone to the scrap pile.

PLENTY OF POWER when needed has prevented many a load being dumped at the other elevator.

THE DIRTY ELEVATOR does not need to advertise for guests. Weevils, moths and mice recognize their Paradise from afar. Clean up.

A SMALL DUMP sink or a slow leg does not expedite the receiving of grain or hasten your farmer patrons on their way to get another load.

TRAMP IRON never improves the work of your feed mill or corn sheller, but if fed in freely it will surely produce a large bill for repairs.

WHEN IMPROVING the mechanical equipment of your elevator, do not overlook the convenience of the operators. A little less manual labor will increase the opportunity for profitable mental effort.

YOUR WAGON pit was not intended to take in horses and every time it attempts this dangerous feat, your elevator gets a lot of unfavorable advertising. It does not cost much to install a heavy iron grating.

METAL SPOUTING and leg casings do not increase the fire hazard or retard the flow of stock. They are more easily kept clean and free from dust, dirt and weevil than the old time home made wood spouting with its cracks and crevices.

THAT DISTRIBUTING spout which has been mixing grain for you occasionally should be displaced by a distributor you can depend upon to place the grain in the bin you wish every time. It is very trying to waste time and grain on a distributor which is not dependable.

TRAMP IRON does not improve the quality of feeds, so every effort should be made to keep it out of the grinder. A magnetic separation may be expensive, but costs much less than a new mill or a new cow. When you put one in your plant advertise persistently your enterprise to your patrons.

SCREENS of heavy wire over all your windows will protect the glass from stones thrown by venturesome boys and keep out the pigeons, sparrows and locomotive sparks, even when the windows are open. Heavy screens also make it more difficult for tramps and pilferers to gain access to the house.

METAL ROOF and siding always gives better and more satisfactory protection when properly applied. The leaks, the bulging and the wrinkling discovered in much of the iron roofing and siding put on country elevators proves conclusively that every crossroads carpenter does not know how to apply it.

BETWEEN crops is the most advantageous time to give your entire plant a thorough cleaning and a coat of whitewash on the inside, as well as a fresh coat of paint on the outside. Brighten up a bit and have a Grand Opening Day when the new crop starts to move. Let your patrons know you are glad to serve them.

BOTH THE carrier and the buyer are always willing to settle for grain shipments on destination weights, but the shipper who wishes to succeed needs to watch the loading weights with a vigilant eye. A dependable shipping scale is indispensable to the shipper who insists on collecting for all grain he loads into cars.

UNLESS you know your receiving scales are weighing accurately, you cannot expect the seller to have confidence in your weights. It pays to check your own scales with other scales at every opportunity. You can not afford to have your scales weigh against your customers, and surely you do not want them to weigh against you. Frequent and careful inspection is the only safeguard against a reputation for inaccurate weights.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Ask Code Word for "Bid After Close."

Grain Dealers Journal: As a grain broker we wish to suggest an addition to the cipher codes used by the grain trade so that one can have a code word requesting, "Wire bid as as soon as possible after the close." If any change is made in any of the codes we would be pleased to know what word is used for this request.—C. L. DeLong Co., Nebraska City, Nebr.

Ans: If you will turn to Index of Universal Grain Code under the head of "Bids and Offers" you will see two pages and a half are devoted to requests of this character. Then under the heading "Inquiry re Market" another page is given to similar code words. Under the heading of "Wiring" over two pages are devoted to instructions and requests.

Rental for Right of Way Site?

Grain Dealers Journal: Can a railroad demand a rental charge for our elevator and lumber sheds on railroad right of way?

When this firm first started it paid only \$1 a year for its lease. Gradually this was raised to \$10. Now we pay \$105. Our contract has run out. If we refuse to sign another can the railroad compel us to move our buildings?—Geo. Comstock, C. H. Comstock Co., Ashkum, Ill.

Ans: The railroad company is entitled to a written agreement containing the conditions under which the tenant occupies the site; but the tenant who thinks he is overcharged should make an offer in writing of what he considers a reasonable rental, in order to preserve his vested rights as an occupant in possession.

A reasonable rental has been stated by the Iowa Railroad Commission to be 6 per cent on the value of the ground. The value is determined by surrounding values.

An out and out refusal to sign the agreement gives the tenant no standing in court, as the railroad company may allege the tenant refused to pay any rent whatever, and may compel him to remove his buildings. It has never been done, however, when the tenant offered a reasonable sum, in his judgment. In fact, in no case have the railroads gone into court to get an elevator off their right of way.

In his offer of a reasonable rental the tenant should state the basis of his offer, such as the values of similar land in the vicinity, what other industries and elevators are paying on the same line of road, so that the railroad officials will understand the reduced offer is made in good faith and on a fair basis.

What Size Ball Bearings Are Needed for Head Shaft?

Grain Dealers Journal: Is there any limit to the weight a certain ball bearing will carry? personally, I think there is and I would hesitate in recommending ball bearings on a country elevator head shaft of 1 15/16" diameter unless I was shown or had some means of knowing whether or not they would sustain the weight they would have to carry. I know there should be no head shafts of 1 15/16" diameter, but there is and there will be for years to come.

I would rather see roller bearings on elevator head shafts than ball bearings. I have not had much experience with either, but have had a little with both types and it is my opinion that the roller bearings will give better service and less trouble than the ball bearings.

About ten years ago I installed the machinery in a small mill in which all line shafting was equipped with SKF ball bearings. One counter shaft of 1 15/16" diameter carried a 60" 4 groove 1" rope sheave, vertical drive. The bearings were 4" centers. The ball bearings on each side of the sheave wheel were ruined in less than half a day. Common bear-

ings had to be substituted and so far as I know are still in use. Of course, the shafting and bearings were not of sufficient size to carry the load, but since that experience I have always been skeptical about ball bearings on elevator head shafts. Some elevators have head shafts of 2 7/16" diameter carrying the same load that another shaft of 2 15/16" diameter is carrying, and if a ball bearing is carrying more load than it is designed to carry trouble is apt to result.

I think most of the elevator head shafts will run 1 15/16, 2 3/16, 2 7/16 and 2 15/16. Kindly inform me what load bearings of this size are designed to carry.—S. P. L.

How to Get Rid of Weevil?

Grain Dealers Journal: Can the Journal tell me how to get rid of weevil in a wheat bin?—C. E. Dalrymple, Lewistown, O.

Ans: The four leading insecticides for weevil and their mode of application were described in the Journal for March 25, 1925, page 377. Chloropicrin is not yet on the market. Ethyl acetate is somewhat expensive. Carbon bisulfide is forbidden by the insurance companies. Hydrocyanic acid gas is effective. It may be purchased in steel cylinders compressed ready for use, or may be generated on the premises.

Hydrocyanic acid gas is one of the most deadly poisons known to medical men. A person inhaling one breath would not live long enough to take a second breath. All precautions must be taken to keep away from the rooms or buildings in which the gas is employed.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid (H₂SO₄). The cyanogen (CN) which is poisonous combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest and all preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is ¼ gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft. containing 1,000 cu. ft. will require 250 grammes. As there are 28.35 grammes to the ounce divide this by 28.35 to reduce the ounces giving 8 4/5 oz. For each ounce of cyanide allow 1½ times as many ounces of acid, liquid measure. Allow 1½ ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stoneware or china crocks, or wooden pails. The acid should be poured into the water, not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide, the crocks having a capacity of two or three gallons each. The cyanide is tied up in three-pound paper packages, and one package suspended under each crock by a string from the ceiling into which a screw eye has been screwed. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in the room after the cyanide has been dropped into the liquid because it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the door and windows should be opened for half an hour or longer to allow the gas to escape and in tight rooms and basement much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength more must be provided.

The gas will kill all insects and vermin and all larvae.

Cost of Feed License in Illinois?

Grain Dealers Journal: We are manufacturing feeds under the brand of "Tip Notch" feeds. We have just one brand and manufacture a dairy feed, a scratch feed, a chick mash and an egg mash. We note that the Illinois law calls for \$25 per brand; but the state of Illinois charges us \$25 for each one of these different feeds, put up under one brand. Should we pay for one brand or for four different licenses under one brand?—Farmer Grain & Milling Co., Olney, Ill.

Ans: Each feed requires registration and submission of a sample and a fee of \$25. Many of the smaller manufacturers do not realize this until they get into the business. This company has to register 30 feeds in Illinois, even cracked corn. The politicians need the money.—C. S. Woolman, manager feed department, Hales & Hunter Co., Chicago, Ill.

Track Scale Law of Illinois?

Grain Dealers Journal: We have had considerable trouble collecting some of our claims from the Burlington Railroad. Our weights for a good share of the time will agree within 20 pounds of terminal weights at Chicago. Then when a leak develops the railroad contests our weights and drags out the process of investigation in an effort to take it beyond the outlaw date.

We understand that under the Interstate Commerce Act a station shipping 50 cars annually is entitled to a track scale.

Can we compel the railroad company either to install a track scale and weigh cars before and after loading, or accept our weights?—Chas. E. Gallagher, Meriden, Ill.

Ans: Shipper's weights must be taken when supported by proof that the scales were in order, frequently tested and the weights recorded as taken by an experienced man. Courts do not accept the weight taken at destination as proof of the amount loaded at point of origin.

The requirement that track scales be installed is not a federal Commerce Act, but a law of the State of Illinois. This law reads as follows:

Sec. 119. At all stations from which the shipment of grain by the road of any such corporation shall have amounted during the previous year, to 50,000 bus. or more, such corporation shall erect * * * scales for weighing of grain by carload * * * when required to do so by the persons who are the shippers of the major part of the 50,000 bus.

Sec. 118 provides that: If any such corporation shall neglect or refuse to weigh and receipt for the grain, the sworn statement of the shipper having personal knowledge of the amount of grain so shipped shall be taken as true as to the amount so shipped. Such corporation shall be liable for the shortage and shall pay to the person entitled thereto the full market value of such shortage at the time and place where the same should have been delivered.

Missouri has a similar statute. The penalty for failure to comply with the act is a fine of \$100 for each day in Illinois.

The State mill and elev. at Grand Forks N. D., is an expense, not a money maker. It has lost money ever since it was built, and there seems to be no reason to expect anything else from it as long as it is run by the State. The State mill and elev. is a luxury which North Dakota can ill afford. It should be disposed of as soon as possible. That is what the Independents propose to do, if successful in the coming campaign.—Wahpeton (N. D.) Globe-Gazette.

"With All One's Level Might"

Would you know how Alexander felt
When old Arbela's levelled plain
Was strewn with all the panoply
Of Persia put to flight?
Or what the mood of Caesar was
When Rome had loosed her hurricane
And swept away the last dread foe
Endangering her might?

Then do a good day's work, my friend,
And rest contented at the end—
There never has been anything
To beat it for delight,
Or whether one has whipped a king,
Or taught a tenor how to sing—
'Tis happiness to do the thing
With all one's level might.

—ST. LOUIS POST DISPATCH

New President Buffalo Exchange.

Wm. J. Heinold started in the grain and feed business in 1900, under the employment of his father, John G. Heinold, who was one of the oldest grain merchants in the East at that time. In September, 1905, W. J. Heinold, succeeded his father on his death, under the firm name of John G. Heinold, Inc., and this firm is still operating.

In 1912 Mr. Heinold was elected a director of the Corn Exchange, after which he was elected treas. of the Exchange, which position he held for ten years. For the past two years Mr. Heinold served as vice-pres.,



Wm. J. Heinold, Buffalo, N. Y.,
Pres. Elect Corn Exchange.

and after the death of Mr. E. M. Husted who was then pres., acted as pres. until he was made pres. at the annual election.

Mr. Heinold was but 18 years old when he entered upon his duties as clerk in the grain business, and after five years took over the general management of the business which his father left, besides several other matters of importance that were left to the estate. While he is but 45 years of age he has had an experience that classes him with most of the older members.

He is a very good mixer, and those who come in contact with him in their daily operations say that he is always cheerful and pleasant.

He is one of the most popular men that has ever held this office. His unflinching good nature and practical jokes have endeared him to his associates and he is always affectionately known as Bill.

He is quoted saying that he will be on hand to receive the members of the Grain Dealers National Ass'n here in October.

Kansas City grain men have chartered three Pullmans to carry them to and from the meeting of the Kansas Grain Dealers Ass'n convention at Salina May 20 and 21. The cars will be used for lodging all three nights.

Northwestern Dealers to Meet at Helena.

The twelfth annual convention of the Northwestern Grain Dealers Ass'n will be held at Helena, Mont., on June 7 and 8, with headquarters at the Placer Hotel.

While the Broadwater Hotel will be closed, the plunge and cottages will be open for any who wish to take advantage of them.

J. C. Templeton, sec'y, writes: "We are very anxious that as many members as possible will attend the convention this year, as there are an unusual number of questions to be discussed that will be of great interest to grain dealers."

"We have already arranged for some speakers, both from the east and west, but the program has not as yet been completed."

"Dealers are requested to let us know as soon as possible that they will attend the convention, so that we may make reservation." His address is 434 Ford bldg., Great Falls, Mont.

All Aboard for Oklahoma and Kansas Meetings!

The St. Louis delegation of grain dealers and millers under the leadership of Tilghman A. Bryant is now scheduled to leave St. Louis in three twelve section drawing room steel sleepers, and one six compartment observation car, which will carry a shower bath, for the meeting of Oklahoma grain dealers at Enid and of the Kansas grain dealers at Salina. Arrangements are being made for all passengers to occupy Pullmans throughout the entire trip so as to save the travelers trouble of getting hotel accommodations at the crowded convention centers.

Because of the desire of many in the party to have a daylight ride up over the picturesque Ozarks, the party will leave St. Louis over the Frisco at 2 P. M. May 17th, arriving at Enid the following morning at 6:30. After the Oklahoma Convention has adjourned the party will leave Enid Wednesday evening, May 19th at 10 P. M. over the Rock Island, arriving at Salina the following morning at 6:30.

After the banquet at Salina is adjourned, the party will start for home in the same sleepers they started out in.

Those who desire to join the party should communicate immediately with Mr. Bryant, Merchants' Exchange, St. Louis, Mo.

Among those who are already booked for the trip are the following: W. K. Stanard and W. E. Henry, Stanard Tilton Mfg. Co.; Fred Langenberg and wife; Chas. Valier and wife; John Caldwell and wife; James Fuller and wife; Christian Bernet and wife; Ben Day and wife; T. A. Bryant and wife; Geo. Melburne; E. C. Andrews, Marshall Hall Mfg. Co.; A. C. Robinson, Hunter Robinson Mfg. Co.; George Powell; Sam Marshall, Nanson Com. Co.; Jos. Chelton, Hall Baker Grain Co.; H. H. Savage, Marshall Hall Grain Co.; T. M. Scott, Picker & Beardsley Com. Co.; Murray Tanner, Scott Co. Mfg. Co.; and Harris McGavok.

Annual Meeting Kansas Dealers.

The program of the 29th annual meeting of the Kansas Grain Dealers Ass'n will be held at Salina, Kans., May 20th and 21st.

Headquarters: Elks Club.
Meetings held: The New Theatre.
First session 10 a. m., May 20th.
Meeting opened by singing of "America." Led by C. F. Vandenberg, Salina, Kans.
Address of welcome: Hon. Guy T. Helvering, Mayor of Salina.
Response: R. H. Rhodes, Vice-President, Kansas Grain Dealers Ass'n, Colony, Kans.
President's Annual Address.
Secretary's Annual Report.
"Why the Kansas Grain Dealers Ass'n Should Be Interested in the Work of the Kansas Agricultural Station," Prof. L. E. Call, Manhattan, Kans.

Appointment of Committees.
SECOND SESSION, 2 P. M., THURSDAY.
Address: "Congress and the Farmer," Charles Quinn, Secretary, Grain Dealers National Ass'n, Toledo, O.

Resolved: "That it is More Profitable for the Country Elevator Owner to Sell Grain Track than to Consign"—Affirmative, S. W. Grubb, Topeka, Negative, E. L. Brown, Chester, Neb.
"Cost of Handling Grain Through Country Elevators," Prof. R. M. Green, Manhattan, Kans.

THIRD SESSION, FRIDAY, MAY 21ST, 9:30 A. M.

"Treatment of Seed Wheat for Smut Prevention," C. L. Parker, Topeka; H. A. Bainer, Kansas City, Mo.

"The Cost of Distributing Grain as Compared with Cost of Distributing Other Commodities," C. C. Isely, Dodge City, Kans.

Resolved: "That Hedging of Local Purchases of Grain Is Not Practical When the Deferred Option Is Lower than the Cash"—Affirmative, R. E. Harrington, Baker, Kans. Negative, George R. Gould, Bucklin, Kans.

FINAL SESSION, 2 P. M., FRIDAY.

"Are You Willing to Profit by the Experience of Others?" John R. Baker, Traffic Manager, Kansas Grain Dealers Ass'n, Kansas City, Mo.

"Shall We Attempt to Divorce the Kansas Inspection Department from Politics Through Legislation?" C. M. Cave, President, Kansas Grain Dealers Ass'n, Sublette, Kans.

Secretary's Financial Report.
Reports of Committees.
Election of Officers.
The Salina Board of Trade will entertain at

a banquet for the visiting dealers, on Friday evening, the 21st.

The American Legion have arranged a high class boxing card for Thursday evening, May 20th. The main bout will be between Kid Maltbie, Wichita, vs. Jack Stacey, of Kansas City. The semi-final will be between Jack Silva, Kansas City, and Walter Page of Dodge City. In addition there will be two four-round preliminaries. This will be staged at popular prices, special space being reserved for the grain dealers, and those who wish to attend may do so.

The Appearance of Your Plant.

Any elevator handling grain gets dirty but whether it remains so is entirely up to the man running it. And there is a curious connection between the appearance of a man's office and his elevator—if one needs cleaning it's almost a safe bet the other does too. The general public—the people who make it possible for you to do business—pay a great deal of attention to appearances. If your place is attractive they will like to do business there. Plate glass windows with gold lettering, leather furniture and all that are not necessary—neatness, cleanliness and a little paint judiciously applied will work wonders. Give the people of your community the impression you have a real place of business and they will want to do business in it.—Our Paper.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

May 11-12. Illinois Grain Dealers Ass'n at Decatur, Ill.

May 17. Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 18-19. Indiana Millers Ass'n, at Purdue University, Lafayette, Ind.

May 18-19. Grain Dealers and Millers Ass'n of Oklahoma at Enid, Okla.

May 20-21. Kansas Grain Dealers Ass'n at Salina, Kan.

May 21-22. Pacific States Seedsmen's Ass'n at Del Monte, Cal.

May 24-25. Texas Grain Dealers Ass'n at Houston, Tex.

May 27-29. American Feed Manufacturers Ass'n at French Lick, Ind.

June. Southern Mixed Feed Manufacturers Ass'n, date and place not yet chosen.

June 11-12. Pacific Northwest Grain Dealers Ass'n at Spokane, Wash.

June 22. Retail Feed Dealers of Wisconsin at Milwaukee, Wis.

June 23-24. Ohio Grain Dealers Ass'n at Cedar Point, O.

June 24. Mutual Millers & Feed Dealers Ass'n at Buffalo, N. Y.

June 24-25. Eastern Federation of Feed Merchants, Buffalo, N. Y.

June 24-25. Indiana Grain Dealers Ass'n, at Purdue University, Lafayette, Ind.

June 24-26. Southern Seedsmen's Ass'n at Huntsville, Ala.

June 28-29. Wholesale Grass Seed Dealers Ass'n at Chicago.

June 29, 30, July 1. American Seed Trade Ass'n at Chicago.

June 29-July 1. National Hay Ass'n, Niagara Falls, N. Y.

Aug.—Ass'n of Official Seed Analysis of North America in conjunction with the International Botany Congress at Cornell University, Ithaca, N. Y.

Oct. 18. United States Feed Distributors Ass'n at Buffalo, N. Y.

Oct. 18-20. Grain Dealers National Ass'n at Buffalo, N. Y.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

The Advantages of Ball Bearings?

Grain Dealers Journal: One of my neighbors installed a number of ball bearings in his elevator and claims to have obtained relief from hot bearings and fear of fire. His bill for power was reduced nearly 30%. Will the equipping of an elevator with either ball or roller bearings earn a reduction in the fire insurance rate on policies placed with any of the mutuals specializing in grain elevator insurance?—Z. M. T.

These Are Not War Times.

Grain Dealers Journal: From the press reports, there seems to be a fair prospect for Congress to enact some Agricultural Relief measure, possibly one that provides for the collection of an equalization fee from the producer by the handlers of the products thus provided for.

Now these are not war times and any measure that seeks to compel grain dealers and millers to collect this fee and remit it to the proper agency should carry a provision for compensating them for this service and the responsibility thereof.

I am not at this time certain what that fee should be, but knowing grain dealers and millers will want to handle the grain and will handle it either by compulsion or otherwise, I think the trade should get busy and have the law that may provide for this service so drawn or amended as to provide for this compensation in some manner.

If the law or some agency authorized fixes the fee, there will be some uniformity in the margins or charges exacted, while if there is no provision for this compensation, many dealers will not exact a margin sufficient to justify the service.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

The Only Danger to Concrete Elevators, As One Builder Sees It.

Editor of Grain Dealers Journal: I notice a little story in your April number entitled "Fires in Concrete Elevators." As the original designer, inventor and patentee of Heidenreich Fireproof Cluster Tanks, which now are being used for the storage of over 2,000 million bushels of grain throughout the known world, I beg to take exception to the impression left to a casual reader of said "story."

Concrete elevators properly designed and properly built are meant to be fireproof, and leg casings, elevator heads, as well as cleaning machines, are supposed to be of steel or other fireproof material. The final part of the "story" reads as follows:

"Owners of concrete elevators who fill them with wood or other combustible material are surely not entitled to a minimum fire insurance rate, as the policyholders who have wood elevators must pay the bill."

In response to this, I say that owners have no business to fill concrete elevators with "wood or other combustible materials." And so the entire "story" is merely a scare crow set up in a field of elevator owners, who, however, are not by far as foolish as the writer of said "story" appears to think.

The only present danger to a well constructed concrete elevator is dust explosion, which now is being thoroughly investigated by the Bureau of Standards by the aid of ex-

perienced elevator builders and as far as I can see, the only insurance required at present should be against dust explosion.—E. Lee Heidenreich, Dr. Eng., Kansas City, Mo.

Junk Laws.

Grain Dealers Journal: If we could send congressmen to Congress who would repeal all our present unsatisfactory laws and lead us back to liberty we would all be more prosperous, including the pitied farmer.

What ought to be done is complete junking of all our statutes. Give us the ten commandments and the laws of George Washington's day and we would be happier. Perhaps this would be a little drastic, but drastic measures are necessary to give this country liberty and prosperity.

With verbose arguments our politicians have denounced monarchies and limited monarchies. Concurrently they have created bureaucracies to favor minority groups. They have taken our beer and wine and put the saloons out of business, shrinking the farmer's market and adding to his already burdensome taxes. With the open palm they continue private bar rooms and the poison flask and thereby endanger the well-being of his children. Give us a few law repealers, not makers.—W. E. L.

Farm Relief a Blunder.

Grain Dealers Journal: Aside from the disastrous effect the proposed farm relief measures would have upon consumers of breadstuffs and meats, and the fact that they attempt economic fallacy, it should be remembered that the underlying paternalistic principle of the proposal, if adopted, would cause our Government to be the nursery for agriculturalists who are incompetent in the matter of applying business methods to their activities.

The expenditures of this proposed appropriation for the purposes stated, can only lead to extension of Federal aid to every other line of business. This we condemn.

In its final analysis, farming is business, and if it can not be made to pay dividends it is not, in our opinion, entitled to the character of Federal aid proposed in the measure under discussion, any more so than any other industry is entitled to a "Profit Insurance Policy" from the government of the United States.

That the fund would be used for insuring a profit to producers is evident when we observe that the "Commission" for administering the proposed law has authority to set aside, for example, the world price of wheat and substitute a price which will prevent the exportation of wheat from the United States. The domestic price so fixed is what the producer shall receive. This fixed price will represent cost of production plus a profit. This we condemn.

The domestic buyer, or consumer, of wheat becomes an unwilling customer at a price that manifestly will not be related to the price of other commodities. In our opinion, this would be unjust.

When the surplus has been determined (and most of the surplus will be created we feel sure), that quantity will be disposed of by the Commission in foreign countries at world price or less. This, in our opinion, would be rank discrimination.

The President of the United States is to be denied the right to select the members of the "Price Fixing Commission." However, he is required to appoint the men selected by the various farmers' organizations in the several farm districts. This, in our opinion, would be insult.

Apparently their haste or their greed, in drawing this iniquitous measure, caused the framers, in our opinion, to overlook the rights of their fellow-citizens. They would have all who handle the finances connected with grain operations serve as their agents in delivering the profits to the producer without compensating the messengers for their services. The terms of the bill provide that the miller, the grain dealer, or whoever purchases the wheat,

must see to it that the equalization fee is handed to the producer. If the crucifixion of the American public, provided for in this bill, takes place, it is our opinion that any law seeking to compel service will be at least faulty under the Constitution if it does not provide for compensation for such services.

We are, at all times, anxious and willing that the farmer shall be prosperous, and we should welcome any measure that will accomplish the end without destroying the agency which it has appealed to for aid.

There is no question in our minds that any attempt by Congress to create a machine such as described in the Dickinson bill will bring about the utmost disorder in the American industry and politics.—D. J. Schuh, executive sec'y, Grain and Hay Exchange, Cincinnati, O.

Various sections of the country have shown increasing interest in the advantages of incorporating the protein content into the wheat standards, but no action of immediate importance has been taken. It is apparent that the subject will be continually agitated and considered until some action is effected.

Bulk Handling Gaining Favor in New South Wales.

The elevators branch, said Mr. E. Harris (manager) estimates that it handled this season about 10,000,000 bus. of wheat out of a harvest of 30,000,000 bushels. Last season it handled 17,679,000 bushels out of a harvest of 60,832,000 bus. (New South Wales record harvest was 66,674,000 bus. in 1915-16).

Of the wheat handled this season, about 6,500,000 bus. is stored in the country elevators, while 1,500,000 bus. is stored in the terminal elevator. The difference between the aggregates of these quantities and the quantity mentioned as having been handled represents the wheat which has been shipped overseas, viz., 2,000,000 bus.

The present is the sixth season that the bulk handling system has been in operation, and its steady development is shown by the fact that the 28 plants at country stations in 1920-21 have been increased to 62.

In 1920-21 the elevators branch handled 3.49 per cent of the total wheat crop, but this season it handled 30 per cent, or nearly one-third of the whole crop.

All the plants now have a capacity of 20,000,000 bus.

From Glebe Island last year 871,000 tons of wheat was shipped overseas. The elevators branch during that year handled 29 per cent of the total crop, yet, of the wheat shipped outside the harbor, 39 per cent was in bulk. This shows that the shipowners are beginning to realize the advantages of bulk handling.

The recognition of the system by millers is shown by the fact that they have installed silos and bulk handling appliances at many flour mills. Last season 4,642,000 bus. of bulk wheat was delivered to the mills, and the quantity is rapidly increasing every year.

Farmers also are making a move to provide bulk-handling facilities on their farms. In some cases, wagons have been specially designed for transporting wheat from the farms to the bulk trucks or elevators, and slowly but surely the bags are going out of use. Many farmers, however, have not yet been able to construct granaries or bins on the farms, and they have had to depend on the use of limited numbers of bags as containers until the grain has been delivered over in bulk. But each year the advantages of bulk handling are becoming more generally recognized, so its economical saving over the costly, clumsy methods which it has superseded should become more apparent.

There are, of course, many centers still without storage silos, but it is officially stated that they will be added to at the rate of from four to six silos per annum, capable of storing in the aggregate 1,000,000 bus.—From the Daily Telegraph, Sydney, New South Wales, Jan. '22.

Carriers Threaten to Withdraw Sampling Stations Privileges.

The railroads of the northwest for some time have threatened to withdraw the "hold for orders" privilege at grain sampling stations, it being held that such practices are very costly because entire trains have to be broken up, which naturally entails much switching that would otherwise be uncalled for.

Now the carriers entering the Minneapolis and Duluth markets from the west and the northwest, namely the Great Northern, Soo, and Northern Pacific, propose to abolish these outlying sampling stations entirely, holding that the delay in transit, the tying up of the facilities of the road, and the additional expense of handling these trains, does not warrant the existence of these sampling stations, considering the benefit derived.

The problem was discussed at some length at the meeting April 29 of the Northwest Regional Advisory Board, the outcome being the appointment of the com'te of five, delegated to meet in joint session with the Terminal Grain Com'te, charged with the duty of recommending the most agreeable solution for the situation before May 15th, and empowered to act in behalf of the Board in arranging as near an all-around satisfactory settlement with the carriers as can be had.

On the com'te appointed by the Board are: B. F. Benson, Minneapolis; H. J. Atwood, Duluth; A. J. McInnis, Valley City, N. D.; J. W. Raish, Pierre, S. D.; and J. F. Gustafson, Windom, Minn.

Grain sampling stations are maintained at Cass Lake, Glenwood, St. Cloud, Sandstone, Staples, Thief River Falls, and Willmar, Minn.

Merger of 15 Mills and 129 Elevators.

Consolidation of the Kansas Flour Mills Co., of Kansas City, Mo., and the Valier & Spies Milling Co., of St. Louis, into a \$15,000,000 corporation known as the Flour Mills of America, Inc., was completed on Apr. 26. Spencer Track & Co., New York bankers, who are represented by L. M. Gardiner on the board of directors of the new corporation, announce that the capital has been divided into \$5,000,000 of 6½% convertible notes, 80,000 shares of no par preferred stock, and 525,000 shares of no par common stock. The two companies will continue to operate independently, and will keep their corporate identities, the executive personnel also remaining the same. The Kansas Flour Mills Co., however, will change its name to the Kansas Flour Mills Corp.

Thad L. Hoffman, pres. of the Kansas company, will become a member of the board of directors of the Valier organization, while C. E. Valier will be made a director of the Kansas Flour Mills Corp. The headquarters of the Flour Mills of America, Inc., will be located at Kansas City. Thad L. Hoffman will be the pres., Charles E. Valier, vice pres., and A. T. B. Dunn, treas. The directors will be Thad L. Hoffman, Ralph W. Hoffman, Charles E. Valier, Louis A. Valier, L. M. Gardiner, A. T. B. Dunn, F. K. Morrow, Harvey J. Owens, and W. R. Duerr.

This merger will make one of the largest flour milling organizations in the world. The Kansas Flour Mills Co. has previously been known as the largest hard winter wheat milling company in the world. The corporation will have a milling capacity of 25,000 bbls. of flour daily and approximately 7,000,000 bus. of grain storage space. The milling units of the Kansas Flour Mills Co. include the Kansas City mills, which with the former Bulte Mills have a daily capacity of 4,850 bbls.; the North Kansas City mills, with a 6,000 bbl. capacity, of which only a 3,000 bbl. unit is in operation; Listman Mills, La Crosse, Wis., 5,500 bbls.; Sleepy Eye Mills, Sleepy Eye, Minn., 2,000 bbls.; Moses Bros. Mills, Great Bend, Kan., 1,500 bbls.; Alva Roller Mills, Alva, Okla.,

1,275 bbls.; Hoffman Mills, Enterprise, Kan., 1,000 bbls.; Anthony Mills, Anthony, Kan., 900 bbls.; Pratt Mills, Pratt, Kan., 600 bbls.; Kingman Mills, Kingman, Kan., 650 bbls.; Goodlander Mills, Fort Scott, Kan., 625 bbls.; and the Cherokee Mills, Cherokee, Okla., 600 bbls.

The company also owns over 125 country elevators and a 1,000,000-bu. concrete terminal elevator at Kansas City.

The properties of the Valier & Spies Milling Co. are a 1,500-bbl. hard winter wheat flour mill and a 1,600-bbl. soft wheat flour mill at St. Louis. This company also owns a 1,000,000-bu. concrete elevator there. At St. Jacobs, Ill., the Valier company has a 600-bbl. mill and a 200,000-bu. elevator, and at Marine, Ill., a 500-bbl. mill and a 160,000-bu. elevator.

Collapse of Another Tile Tank.

Leakage of water thru the joints between the tiles is a fault chargeable to many of the tile grain storage tanks that have been erected. Besides this, several have fallen down, to the great surprise and cost of their owners. In some cases, as at Kansas City, the outer protective layer of tile falls off.

Altho the visible failure is different in each case, it can be traced back to the same source in most instances, the peculiar glassy coating on a vitrified tile that prevents a real union with the lime mortar or cement used in the joints. This allows moisture to work thru, to rust out the steel bars holding the whole together and to damage the grain within.

The Victor Flour Mills, Inc., of Pittsford, N. Y., had two tile tanks, 55 ft. high, and 20 ft. in diameter, with small bins built in between, built of tile 15 inches square, 5½ inches thick, reinforced with square twisted steel rods.

During 6 years of service the tank had been refilled many times; but one day last month shortly after drawing from the tank commenced a crack opened in the side and a small quantity of grain ran out, the stream increasing gradually until at the end of 5 or 6 hours the whole tank collapsed, and presented the appearance shown in the engraving herewith.

H. L. Perrigo, sec'y of the Victor Mills, writes that: "On examination of the remaining parts of the tank, it appears that the reinforcing rods were not properly laid in the concrete. It was found that in some places the ends did not touch, with a space as much as two feet left at the ends of the rods. The rods were not tied together in any way. It would appear there was plenty of steel in the tank and if the rods had been securely fastened together so as to have made complete hoops,

the tank would undoubtedly have stood indefinitely."

With deformed steel rods the builders of these two tanks may have assumed that the grip of the steel on the mortar was so strong that the gap in the ring was immaterial as long as two gaps did not come one above the other in adjacent layers of tile. While this bond is dependable in tanks made entirely of cement concrete, real cohesion is lacking in a tile tank.

The coefficient of expansion and contraction due to rise and fall of temperature happens to be almost the same for concrete as for steel, which prevents an internal stress tending to pull the rods away from the cement; but in a tile tank the tiles have a very different coefficient of expansion, so that the iron rods tying the tiles together might just as well be on the outside, as in the case of railway water tanks made of wooden staves, the hoops being tightened by turn-buckles.

Making Check Payable to Owner and Mortgagee Jointly Gave No Protection.

It has been supposed that a grain dealer could protect himself from claims by landlords and mortgagees of crops by making the check for the grain delivered by the farmer payable jointly to the tenant and owner, or the owner and mortgagee.

Dan K. Burke, doing business as the Independent Elevator Co., received from a farmer named Robinson grain that was covered by a chattel mortgage to the State Bank of Ardock, N. D. He paid for the grain by a check made payable to Robinson and the bank jointly, but Robinson obtained the money on this check upon his indorsement alone.

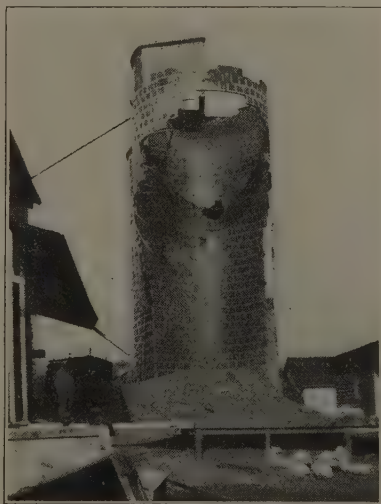
The bank brought suit against Burke for conversion, when Burke refused to deliver the grain on demand. The district court of Grand Forks County decided in favor of Burke, by admitting evidence that Robinson had an understanding with the bank that he was to be permitted to sell the grain nevertheless, that the mortgage was given only as an accommodation to be used by the bank with the War Finance Corporation.

This agreement was not in writing and the Supreme Court of North Dakota on Mar. 13, 1926, decided that the mortgage was valid and that Burke having knowledge of it was liable for conversion.

This gives rise to the question, which was not litigated in this case, whether Burke has recourse against his own bank for paying the money on the indorsement by only one party. If the check was made payable to Robinson OR Ardock Bank, it would seem either could demand payment; if made payable to Robinson AND Ardock it would seem the bank could insist upon the party presenting the check having also the endorsement of the other party. Further, it seems all doubt would be removed by a writing on the face of the check that it was not to be paid without the endorsement of both parties. In that case the bank would be liable to the grain dealer for going contrary to his instructions.—208 N. W. Rep. 115.

The Only Safe Rule to Follow.

"The only safe rule is found in the self-adjusting meter of demand and supply. Do not legislate. Meddle, and you snap the sinews with your sympathy laws. Give no bounties, make equal laws, secure life and property, and you need give no alms. Open the doors of opportunity to talent and virtue, and property will not be in bad hands. In a free and just commonwealth property rushes from the idle and imbecile to the industrious, brave and persevering. Wherever there is failure there is some giddiness, some superstition about luck, some step omitted, which Nature never pardons."—Emerson.



Drawing Grain from Tile Tank at Pittsford, N. Y., Burst Outside.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Manteno, Ill., Apr. 29.—Farmers will complete planting oats this week. Farm work is over two weeks late.—Farmers Elvtr. Co.

Gilman, Ill., May 1.—Farmers are busy sowing oats and if the weather stays good they will finish within the first few days of next week.—F. W. Stine, F. W. Stine & Co.

Watseka, Ill., May 1.—Oats seeding is not completed, but will be within a few days if the weather stays good. The acreage is about normal.—H. W. Bell, mgr. Watseka Farmers Grain Co.

Kankakee, Ill., Apr. 30.—Farmers will probably complete oats seeding by next Monday if this good weather holds. The acreage will be very nearly normal.—C. W. Higdon, mgr., Kankakee Farmers Grain Co.

Macomb, Ill., Apr. 26.—Almost 100% of the oats seeding will be completed this week. Winter wheat of late sowing shows quite a lot was winter killed. The season is 2-3 weeks late.—Delno Roudebush, mgr., Farmers Grain, Fuel & Supply Co.

Astoria, Ill., May 6.—Roy Danner, mgr. of the Farmers Elvtr., has just returned from a trip of two weeks in So. Dakota, where he had gone to look after his farm. He reports it is very dry there, and it will take very ideal weather to produce much wheat in that section.—Frank M. Ward, % Martin Grain Co., St. Louis, Mo.

Crecent City, Ill., May 1.—A tour of the territory from Matteson, Ill., to this point shows farmers busily engaged in sowing the oats crop. The season is close to 3 weeks late, practically no cut will be made in the acreage. Some low spots in fields are still too wet to work and will probably be planted to corn a little later. There seems to be little if any worry about good seed corn, and a normal acreage is expected to be planted.—Em.

Chicago, Ill.—A study of the past twenty-five years shows that general crop yields have averaged slightly larger in years of late springs than in years of early springs. But the difference is not material. In 1912 the spring was the latest on record, and crop yields averaged the highest on record up to that time. The year of 1920 is also outstanding for its late spring and high final yields. In general we may regard the earliness or lateness of the spring as of little value as an indication of final outcome of crop yields.—S. P. Arnot, Clement Curtis & Co.

Springfield, Ill., May 5.—Synopsis of weather and crop conditions in Illinois for the week ending May 4: There were 3 warm days during the week, the maximum temperature exceeding the April record in the northern division. Light showers fell May 2 and 4. The sunshine was ample. It was the best week of the season; good progress was made with field work. Plowing for corn was general, and some was planted in parts of the southern division. Oats seeding is largely completed and they are coming up generally. The contemplated acreage was reduced somewhat because of delay in seeding. Rain is needed in places. There is some complaint of the poor condition of the soil. Winter wheat made satisfactory progress but its condition varies greatly.—Clarence J. Root, Meteorologist, Weather Bureau, U. S. Dept. of Agriculture.

INDIANA.

Evansville, Ind., May 3.—The usual acreage of corn will be put in. Good seed corn is reported scarce.—C.

Fairmount, Ind., May 6.—Wheat acreage very short. Oats acreage very large and needing rain.—Chas. F. Naber & Co.

Decatur, Ind., May 6.—Wheat prospects good, the late sown is not as good as early sown. No corn planted. Need rain.—Burk Elvtr. Co.

Crawfordsville, Ind., May 1.—Weather the first part of the week was cool and some rain on Tuesday. It has been clear the last three days and considerable farm work has been done. Oats sowing completed. Acreage about equal that of last year. Early fields are up and are looking good. There will be some fields spotted on account of poor germination. Receipts of

old are light. Farmers are feeding oats heavily and we do not look for a large movement until the new harvest. New crop doing fairly well. Some fields will be replanted to corn on account of poor seed oats. Corn plowing is probably three-quarters completed (May 8). Corn is mostly grading No. 4 and No. 5. Had one car arrived heating, the second car of the crop, grading below No. 3 on account of damaged grains which are showing up at a large number of our elevators. Most wheat fields making rapid growth and looking fine. Few damaged reports and there will only be a small acreage of them. Very small amount being held by farmers.—H. L. Gray, Crabbs Reynolds Taylor Co.

KANSAS.

Great Bend, Kan., May 6.—Crop conditions are excellent in this vicinity.—The Walnut Creek Mlg. Co.

Haviland, Kan., May 6.—Wheat is fine, except too rank for very best chance of a crop. Weather ideal. Lost considerable acreage early in the winter.—W. L. Dunbar.

Lyons, Kan., May 7.—Wheat looking fine but is needing rain. Had very good general rains over Kansas last night. Everyone is preparing for a big rush of wheat in July.—C-K Mlg. Co.

KENTUCKY.

Harrodsburg, Ky., May 6.—Outlook for wheat good, acreage short possibly 10%. All clover fields about bare from winter killing. Timothy hay will be the extent of our hay this year.—Hudson & Davis.

MINNESOTA.

Saint Clair, Minn., May 5.—Wheat, oats, barley and rye have started with a good growth and with sufficient moisture, and were planted under favorable conditions. Seed corn is scarce but all will be supplied. Very little oats sold at this station as the principal crop is wheat and corn. In some sections west of us drought and high winds have done considerable damage to grain.—Thos. E. Meany, Agt., Hunting Elvtr. Co.

MISSOURI.

St. Peters, Mo., May 6.—Need slow rain badly as land is heavily crusted. Early wheat looking good. Some planting of corn. Oats just coming up. — E. Marheinecke, mgr., Farmers Co-op. Elvtr. Ass'n.

NEBRASKA.

Union, Neb., May 6.—Wheat 50% loss by wind. Need rain badly.—McCarthy & Sturm.

Hardy, Neb., Apr. 29.—Crop conditions are very backward and the soil very dry.—L. R. Pecht, mgr., Farmers Union Elvtr. Ass'n.

Crawford, Neb., Apr. 24.—Crops looking good here. Acreage normal or possibly slightly larger. No such hell-roarin' increase as you sometimes hear about. Spring wheat just coming up, winter has suffered some from late frosts.—E. H. Toomey, mgr., D. J. Toomey Mlg. Co.

NEW YORK.

Wyoming, N. Y., Apr. 29.—We have a very small wheat acreage here this year and a poor showing of what little there is.—Percy Leith, mgr., Geo. W. Haxton & Son.

NORTH DAKOTA.

Weaver, N. D., May 4.—The ground is dry and fields are blowing badly. Wheat seeding is well along.—C. E. Pierce.

OHIO.

Worthington (Payne p. o.), O., May 6.—Weather is favorable. Farmers are starting to plant corn; oats coming on fine. Clover looks splendid, but is short on account of late spring. Fall plowed ground working up o. k., outlook for coming season good.—W. S. Bricker.

OKLAHOMA.

Amorita, Okla., May 4.—Prospects in Alfalfa County for wheat never looked more promising at this time of year. Are complaining more of the wheat on alfalfa ground than of the dry weather.—Amorita Mlg. Co.

Oklahoma City, Okla., May 1.—Soil is in excellent condition for spring planting and there were good general rains over the entire state on Apr. 26. Outlook is still very favorable for a "bumper" crop.—C. R. I. & P. Ry. Co., freight traffic dept.

TENNESSEE.

Franklin, Tenn., May 6.—Very dry here—wheat needing rain badly.—The S. M. Fleming Co.

TEXAS.

Hereford, Tex., May 3.—Wheat is excellent but acreage is short on account of too much row crop and wet weather in fall of last year.—E. W. Harrison.

WASHINGTON.

Mahton, Wash., May 3.—Crops are fair, but need rain.—C. W. Frick.

Pacific Northwest Crop Prospects: Splendid.

Spokane, Wash., Apr. 30.—One of the heaviest grain crops ever raised in the eastern Washington and northern Idaho region is predicted this season by reports from different wheat centers, received at Spokane, Wash.

Throughout the Big Bend country the acreage is especially large, there being far more land in crop than in summer fallow. It is mostly spring grain, several inches above the ground and apparently quite heavy.

In the country beyond Lewiston, Idaho, it is claimed that the grain stands from a foot and a half to two feet high and that harvesting may begin as early as June 15. In that district farmers talk about 50 and 60 bushels to the acre and prospects for the best crop the district has ever known.—S. N. B.

Government Crop Report.

Washington, May 8.—The crop reporting board makes the following forecasts and estimates:

WINTER WHEAT.

State.	Acreage, 1926.	Pct. aban-doned.	*Ares to be har-vested.	Condition May 1, 1926.	Production in thous. of bus. Indicated by May 1, 1926.	Har-vested, 1925.
N. Y.	8.0	258	73	85	4,276	5,850
N. J.	3.0	60	77	93	993	1,218
Penn.	3.0	1,180	79	85	19,110	22,720
Ohio	4.0	1,800	81	62	29,452	23,720
Ind.	7.0	1,650	78	74	23,552	25,636
Ill.	6.0	1,930	72	85	28,209	34,960
Mich.	8.0	833	76	83	12,495	13,906
Wis.	7.0	87	85	76	1,310	1,007
Minn.	7.0	169	82	76	2,896	2,720
Iowa	3.0	371	85	82	7,096	6,562
Mo.	6.0	1,220	77	89	14,091	21,965
S. D.	28.0	72	66	79	808	1,438
Neb.	9.0	2,773	80	77	39,391	31,661
Kans.	7.0	10,688	83	75	141,397	74,750
Del.	3.0	107	86	93	1,656	1,906
Md.	2.7	539	77	83	7,989	10,320
Va.	2.5	677	83	83	8,035	8,945
W. Va.	3.5	146	82	75	1,832	1,723
N. C.	2.0	428	88	87	4,219	4,466
S. C.	2.5	49	82	78	526	506
Ga.	3.0	110	87	79	1,168	1,040
Ky.	4.0	252	87	79	2,916	3,304
Tenn.	6.0	394	88	83	4,162	4,588
Ark.	3.0	7	85	81	92	90
Miss.	20.0	6	85	81	92	90
Ark.	5.0	28	82	81	298	390
Okla.	1.0	4,500	94	61	63,450	23,282
Tex.	2.0	1,744	96	38	26,453	6,552
Mont.	20.0	390	83	68	5,988	2,828
Ida.	2.5	466	97	81	10,848	10,962
Wyo.	4.0	83	93	83	583	464
Colo.	14.0	1,207	81	86	19,553	10,732
N. M.	2.0	212	100	40	3,604	156
Ariz.	3.0	32	100	85	912	672
Utah	2.0	149	99	92	2,728	3,045
Nev.	1.0	2	98	94	48	52
Wash.	2.5	900	91	76	21,704	9,300
Ore.	2.0	880	97	80	19,633	7,700
Cal.	4.0	756	88	92	14,304	11,457

U. S. total..... 5.6 37,085 84 77 548,908 398,486

*Three 000 omitted.

*000 omitted.

*Three ciphers (000) omitted.

RYE ACREAGE CONDITION AND YIELD.

	Acreage, 1926.	Condition May 1, 1926.	Production (In thou. of bus.)
	1926 (to be harvested).	(Per cent.)	May 1, 1926.
North Atlantic	183,000	82.6	91.4
North Central	2,816,000	80.3	86.9
South Atlantic	174,000	85.4	87.6
South Central	105,000	89.2	88.2
Western	287,000	89.2	84.0

U. S. total..... 3,565,000 81.5 86.8 44,791 48,695

The average condition of meadow (hay) lands on May 1, 1926, for the United States was 80.9 per cent of a normal, compared with 87.8 on May 1, 1925, and 89.3, the average condition for the last ten years on May 1.

Stocks of hay on farms on May 1, 1926, for the United States are estimated at 11,255,000 tons (11.3 per cent of crop), compared with 15,687,000 tons (13.9 per cent of crop) on May 1, 1925, and 12,988,000 tons (12.8 per cent of crop), the average stocks on farms for the last ten years on May 1.

The average condition of pasture on May 1, 1926, for the United States was 74.6 per cent of a normal, compared with 86.5 on May 1, 1925, and 84.0 the average condition for the last ten years on May 1.

Of spring ploughing for the United States, 63.3 per cent was completed up to May 1, 1926, compared with 82.7 per cent up to May 1, 1925, and 71.3 the average per cent completed for the last ten years up to May 1.

Of spring sowing and planting for the United States, 56.1 per cent was completed up to May 1, 1926, compared with 65.8 per cent up to May 1, 1925, and 53.4 the average per cent completed for the last ten years up to May 1.

The Van Dusen Harrington Co.'s Crop Report.

Minneapolis, Minn., May 5.—The most disturbing factor of the Northwestern crop situation is the lack of moisture. Last week the ground was very dry and the amount of sub-soil moisture was considerably below normal.

The dry weather, however, has allowed seedling to continue without interruption and practically all wheat was seeded by the first of May, as well as a large percentage of coarse grains.

During the past week there were local showers in the southern half of So. Dak. and Minn., but it is necessary to have general rains throughout the States of Minn., No. Dak., So. Dak. and Mont. There are large districts, especially in No. Dak., northern Minn. and Mont., however, where the grain has not suffered up to this time.

In a number of places, especially in So. Dak., the seed is so dry that some seed is not germinating, in others the grain is above ground, but is very uneven and of thin stand. Where seed was drilled in, the fields are best, demonstrating the advantage of good farming. Heavy wind-torn have continued during the past week and in many places the seed has been uncovered and blown from the ground, causing damage and necessitating some reseeded.

Reports indicate farmers have probably seeded more wheat than at first contemplated, making the acreage about the same as last season.

The rye crop is in a very poor condition, most fields being spotted and uneven and conclusive of winter damage.

Except at a few places farmers are not breaking for flax, because of the dry condition of the ground. Unless there is moisture within a short time the flax acreage will show a heavy reduction from last year.

With sufficient rainfall within a short time, the four northwestern states can produce good crops. If the dry weather continues, there will undoubtedly be a heavy reduction.—By W. G. Hudson, The Van Dusen Harrington Co.

Clement, Curtis & Co.'s Crop Census.

BY NAT C. MURRAY, STATISTICIAN.

Chicago, Ill., May 5.—Less wheat area will be abandoned this year than usual, the estimate being 5.1% of the planted acreage; last year the abandonment was unusually heavy, 21.7%, the average for the past ten years being 13.0%. The plant was seeded last fall under very poor conditions, and several months ago it was thought that heavy abandonment might be expected. The spring has been favorable for the wheat plant, but late and unfavorable for spring plowing and planting. This tardiness of spring work together with the small acreage planted in the soft wheat region, accounts for a lighter abandonment than might otherwise be expected.

The area remaining for harvest is estimated to be 37,504,000 acres; an increase of nearly 20 per cent over the 31,269,000 acres left for harvest last year.

The condition of the plant in the last week of April was 87.2% of normal, compared with 7.0 on May 1 last year and 83.6 the ten year average May 1 condition. Condition is highest in Tex. with 100 or better, shading off to 95 in Okla., 91 in Kan., 82 in Neb. and 74 in So. Dak. Conditions are also very high in the Pacific Northwest. In the soft wheat region from Mo. eastward the crop had a very poor start and is still below average, although it is going forward rather than backward at the present time.

A condition of 87.2 forecasts a yield per acre of 15.3 bus., which compares with 12.7 bus. harvested last year, and 14.6 bus., the average of the past ten years. The total bus. forecast is 573,891,000 bus., compared with 398,000,000 produced last year and 558,000,000, the average of the past ten years.

Dividing the winter wheat crop into hard winter, soft winter, and Pacific Coast wheat, the forecast this year compared with the production in 1925, in millions of bushels, approximately is as follows: Soft winter, 165, 188; hard winter, 338, 167; Pacific Coast, 71, 43; total, 74, 398.

Our preliminary estimate of Canadian crop acreages and their relation to those of 1925 are as follows: Spring wheat in Manitoba, 1,176,000—98%; Saskatchewan, 13,133,000—101%; Alberta, 5,971,000—105%; total, 21,280,000—101.8%.

Oats: Manitoba, 2,018,000—105%; Saskatchewan, 5,072,000—100%; Alberta, 2,445,000—102%; total, 9,535,000—101.5%.

Rye: Manitoba, 361,000—110%; Saskatchewan, 24,000—120%; Alberta, 134,000—100%; total, 19,000—110.5%.

The condition of rye is estimated 83.4% of normal, forecasting about 13 bus. per acre and a total crop of about 44,500,000 bus., which compares with 48,696,000 produced last year and 7,966,000 the ten year average. The ten year average condition on May 1 is 88.8 and the ten year average yield per acre, 13.9 bus.

Oats acreage is expected to be increased about 1.6% instead of 4.6% increase reported by the government as farmers' intentions. Unfavorable weather for seeding is responsible for the reduction. An increase of 1.6% would in-

dicade about 45,880,000 acres.

Spring plowing in the United States averaged 7.5 days later than normal, and planting 8.6 days later than normal. This is a decided contrast with last year, when plowing averaged 10.9 days early and planting 8.2 days early. From Montana westward the season is earlier than normal; elsewhere it is later.

Waterville, O., Apr. 27.—Numerous bonfires light the country each evening. Farmers are burning the corn stalks in their fields. This is the most effective way of fighting the European corn borer, which has been spreading south in Ohio. Farmers may burn their stalks or plow them under deeply.

Sure of Record Crop of Winter Wheat.

W. L. Richeson of New Orleans, who just made a week's tour of Oklahoma and Kansas, was in Chicago this week. He reports that even the oldest and most conservative grain dealers and millers of Oklahoma are predicting one hundred million bushels of wheat for that state this year. He insists Kansas never had such a wonderful prospect for an enormous crop of wheat. In some sections the only fear now dreamed of as interfering with the realization of the greatest crop on record is a wet harvest. Texas, which produced only six million bushels of wheat last year, is now sure of thirty-five million.

Cromwell's May Crop Report.

The average condition of winter wheat in the United States remaining for harvest May 1 was 88.1% of normal, compared with 85% reported by us on April 1, 84.1% official April 1, 77% in May, 1925, and 83.6 the ten-year average on May 1. A condition of 86.1% indicates a yield of 15.2 bus. per acre.

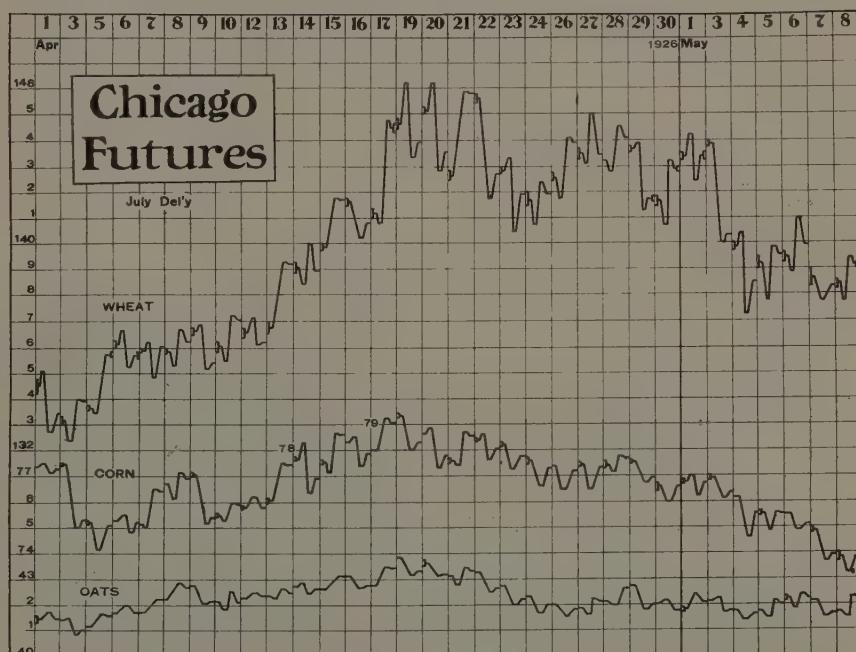
The abandonment of sown acreage is 6.4%, compared with 22.5% last year and 13, the ten-year average. On the basis of the unrevised sown acreage officially reported (39,540,000), there remains 37,009,000 acres for harvest this year. The indicated production is 562,537,000 bus., compared with 398,000,000 last year, 590,000,000 in 1924, 571,000,000 in 1923, and a ten-year average of 558,000,000.

East of the Missouri River the abandonment of wheat would have been larger if the season had been more favorable for oats sowing. Considerable acreage in the last named area promises very moderate yields with average weather until harvest, but the outlook in the southwest, Nebraska and Texas, is still excellent in the main.

By leading states the condition is as follows: Kan., 92.5; Neb., 85; Colo., 82; Okla., 94; Tex., 96; Mo., 73; Ill., 72; Ind., 73; O., 79; average of three Pacific Northwest States, 92.

The condition of rye is 82% of normal, compared with 80.2 officially reported last month, 86.8 last May 1 and 88.8%, the 10-year average. A yield per acre of 13.0 bus. and a production of 44,000,000 bus. are indicated.

Winter barley shows good prospects.—R. O. Cromwell, Lamson Bros. & Co.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	April 1	April 2	April 3	April 4	April 5	May 1	May 2	May 3	May 4	May 5	May 6	May 7	May 8
*Chicago	163	163½	164¼	162¾	163½	164¼	161¾	161¾	158¾	159¾	159¾	158¾	158¾
Kansas City	152¾	153	153¾	152¾	153	153	150¾	148	149¾	149¾	148¾	148¾	150¾
St. Louis	161½	162	162¾	160¾	161½	161½	158¾	155¾	157¾	158	156¾	156¾	159¾
*Minneapolis	157	157½	158½	156½	157½	158	155	152½	155	156¾	154½	155½	155½
Duluth (durum)	143¾	143¾	143¾	140¾	141½	142½	138¾	136¾	137½	138½	136¾	137½	137½
Winnipeg	157½	157	156¾	154½	155½	155½	153¼	150¾	151½	153¾	152¾	153¾	153¾
*Milwaukee	163	163¾	164¼	162¾	163¾	164¼	161¾	161¾	158¾	159¾	.....	.....	.....
CORN.													
Chicago	72¾	72¾	72¾	72½	71½	71½	71½	71	70¾	70¾	69¾	69¾	69
Kansas City	69	68¾	69¾	68¾	67¾	68¾	67¾	67¾	67¾	68	67	67¾	67¾
St. Louis	71¾	71¾	71¾	71¾	70¾	70¾	70¼	69¾	69¾	69¾	68	68	67¾
Milwaukee	72¾	72¾	72¾	72¾	71¾	71¾	71¾	71	70¾	70¾	.....	.....	.....
OATS.													
Chicago	40¾	41¾	41¾	40¾	40¾	40¾	40¾	40¾	40¾	40¾	40¾	40¾	40¾
Kansas City	39¾	39¾	39¾	39¾	38¾	39¾	39¾	39¾	39¾	39¾	39¾	39¾	39¾
*Minneapolis	37¾	37¾	37¾	37¾	37¾	37¾	37¾	37¾	37¾	38	37¾	38¾	38¾
Winnipeg	50¾	50¾	50¾	49¾	49¾	50	48¾	47¾	48¾	48¾	48¾	48¾	48¾
Milwaukee	40¾	41¾	41¾	40¾	40¾	40¾	40¾	40¾	40¾	40¾	.....	.....	.....
RYE.													
Chicago	89¾	88¾	88¾	87¾	85¾	86½	85¾	84½	84¾	84¾	84¾	82¾	85¾
*Minneapolis	84¾	83¾	83¾	82¾	81¾	81¾	80¾	79¾	80	80¾	78¾	81	81
Duluth	83	82¾	82¾	81¾	80¾	81¾	80¾	79¾	80	80¾	78¾	81	81
Winnipeg	91¾	90	89¾	88	87	87¾	84¾	83¾	85	85¾	84¾	85¾	85¾
BARLEY.													
*Minneapolis	61¼	61	60¾	59¾	59¾	60¾	60	60	60¾	61¾	62¼	62	62
Winnipeg	64¾	63¾	63	61¾	62¾	62¾	61¾	61¾	61¾	62¾	62¾	62¾	62¾

*New style.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Hardy, Neb., Apr. 29.—No grain is being marketed.—L. R. Pecht, mgr., Farmers Union Elevtr Ass'n.

New Lenox, Ill., Apr. 29.—Considerable corn is back in the country, but much of it is in good hands and will continue to be held.—H. A. Fink.

Worstville (Payne p. o.), O., May 6.—Grain picked up very close in our territory. Will not be much to move until after harvest.—W. S. Bricker.

Macomb, Ill., Apr. 26.—Very little old wheat is back on the farms or in the elevators.—Delino Roubush, mgr., Farmers Grain, Fuel & Supply Co.

Oswego, Ill., May 4.—Grain is not moving at all. Some corn is back on the farms, but most of that is being fed.—C. A. Hunter, mgr., Oswego Farmers Co-op. Grain Co.

Manteno, Ill., Apr. 29.—We've moved not more than 30% of the normal amount of corn during the past season. Farmers want \$1 a bushel. Doubt if they get it.—Carl Euziere, Leon Euziere Co.

Cambridge, Ill., May 7.—Farmers are beginning to think of lower prices for their corn. We have been offered some at 75c. Much will probably move following planting of the new crop.—Kellogg & Powers.

Grass Creek, Ind., May 6.—No grain is coming in as the farmers are very busy at this time, nevertheless there is a lot of corn back in the farmers' hands to move out sometime.—Hirsch Bros. Grain Co.

Rye Movement in April.

Receipts and shipments of rye at the various markets during April, as compared with April, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	22,702	1,582,141	17,459	6,593,110
Chicago	51,000	611,000	13,000	136,000
Cincinnati	7,000	2,800	1,400	1,400
Duluth	643,339	590,995	1,177,370	1,177,370
*Ft. William	12,915	.....	.....	.....
Hutchinson	1,200	.....	.....	.....
Kansas City	29,700	1,100	31,900	1,100
Los Angeles	.....	2,400	.....	.....
Milwaukee	69,335	39,620	47,200	1,641
Minneapolis	138,950	190,420	136,700	249,370
New Orleans	105,200	.....	63,200	8,571
New York	993,000	1,173,000	1,020,000	3,138,000
Omaha	47,600	18,200	280,000	222,600
Peoria	.....	1,200	.....	19,000
Philadelphia	48,846	372,246	58,303	450,436
Portland	.....	5,000	.....	.....
St. Louis	219,700	.....	198,567	1,400
Superior	362,112	469,114	.....	851,495
Toledo	9,600	7,200	12,600	38,970

*For 4 weeks ending April 30.

Barley Movement in April.

Receipts and shipments of barley at the various markets during April, as compared with April, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	136,676	45,648	288,918	341,017
Chicago	527,000	416,000	286,000	148,000
Cincinnati	2,800	7,000	.....	.....
Duluth	62,865	141,733	201,067	201,067
*Ft. William	162,247	.....	90,170	.....
Hutchinson	12,500	8,250	2,500	8,750
Kansas City	28,600	19,500	19,000	1,300
Los Angeles	285,000	167,500	.....	.....
Milwaukee	428,320	660,430	107,888	140,941
Minneapolis	1,245,480	724,390	1,372,380	1,268,920
Montreal	54,124	382,982	.....	.....
New York	892,500	1,407,600	1,017,000	1,175,000
Omaha	11,200	19,200	11,200	16,000
Peoria	126,600	29,450	70,000	.....
Philadelphia	14,548	16,731	35,595	16,731
St. Louis	36,400	52,800	27,200	14,400
San Francisco	567,223	240,000	.....	.....
Superior	60,654	144,663	.....	235,564
Toledo	1,400	3,000	.....	.....
Wichita	1,200	.....	1,200	.....

*For 4 weeks ending April 30.

Galveston, Tex.—Export bookings for July shipment now exceed 800,000 bushels. Shipping interests predict that at least 140,000 bushels of hard wheat will pass thru this port during the coming season.

Princeton, Ill., May 6.—Reports have it that many farmers will turn to shelling their last crop corn as soon as the new crop is planted and a fairly heavy movement will start at country points.—E. J. Feehery & Co.

Saint Clair, Minn., May 5.—There is only about 10% of last year's crop in farmers' hands. Very little corn shipped out to date on this crop as it was not in a merchantable condition.—Thos. E. Meany, agt., Huntingt. Elevtr. Co.

Frankfort, Ill., Apr. 30.—Farmers have been holding their corn for higher prices but it looks as tho they will have to unload at prices still lower. We've handled only about a quarter of the usual amount of corn during the past season.—Henry Luhring, Frankfort Grain Co.

Gilman, Ill., May 1.—Considerable corn is back in the country waiting to move, but it won't move for several weeks yet. Farmers will no more than get thru with their oats seedling when they must immediately start work on their corn acreage. They will have no time to deliver before that is completed.—F. W. Stine, F. W. Stine & Co.

Washington, D. C.—During March, 1925, 1,027 mills ground 37,849,803 bus. of wheat. A comparative statement for February, 1926, as compared with February, 1925, for 968 identical mills which reported each month and which produced approximately 87% of the total wheat flour reported in 1923, places the wheat ground at 33,876,270 and 37,150,197 bus. respectively and the average pounds of wheat per barrel of flour at 279.1 and 274.2, respectively.

Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, as compared with April, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	651,502	1,303,851	785,262	575,747
Chicago	973,000	962,000	1,072,000	1,318,000
Cincinnati	222,600	138,000	298,200	323,401
Duluth	2,539,001	1,901,191	3,814,662	3,510,607
*Ft. William	1,763,044	.....	1,226,600	.....
Hutchinson	191,700	108,000	319,950	342,900
Indianapolis	418,500	326,700	.....	63,000
Indianapolis	163,000	119,000	41,000	63,000
Kansas City	1,829,500	1,829,500	1,514,700	2,431,350
Los Angeles	302,400	205,200	145,112	175,385
Milwaukee	315,000	123,200	154,710	175,385
Minneapolis	5,072,700	3,279,670	3,544,120	3,047,870
Montreal	418,309	1,543,710	17,230	.....
New Orleans	139,050	88,175	2,834,424	.....
New York	3,813,400	5,307,400	4,208,000	6,198,000
Omaha	687,000	438,200	470,400	515,200
Peoria	108,400	33,000	99,600	25,270
Philadelphia	803,059	3,239,923	1,346,654	3,373,011
Portland	2,132,600	2,945,000	473,767	4,567,703
St. Joseph	180,600	359,800	124,600	163,800
St. Louis	1,497,600	1,307,800	1,498,000	1,458,800
San Francisco	127,900	133,000	.....	.....
Superior	998,813	1,208,115	520,116	1,923,384
Toledo	491,400	589,270	192,320	773,080
Wichita	425,250	205,800	510,300	288,000

*For 4 weeks ending April 30.

Corn Movement in April.

Receipts and shipments of corn at the various markets during April, as compared with April, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	309,601	68,826	351,429	.....
Chicago	3,869,000	3,963,000	1,738,000	4,567,703
Cincinnati	675,800	303,600	630,000	245,000
Duluth	9,890	182,045	292,363	.....
Ft. Worth	197,500	97,500	98,750	318,750
Hutchinson	92,500	42,500	.....	.....
Indianapolis	1,092,000	750,000	673,000	565,000
Kansas City	838,750	723,750	1,047,500	1,677,500
Los Angeles	301,250	123,750	2,616,744	.....
Milwaukee	213,120	356,860	442,673	1,114,748
Minneapolis	311,170	228,080	348,790	533,160
Montreal	16,051	14,798	1,800	.....
New Orleans	352,748	101,250	590,745	338,404
New York	120,000	34,500	2,000	.....
Omaha	1,153,600	393,400	1,453,200	1,524,600
Peoria	1,593,250	948,050	871,750	707,550
Philadelphia	119,523	38,905	161,248	.....
Portland	37,000	45,300	.....	.....
St. Joseph	925,500	631,500	714,000	723,500
St. Louis	2,231,600	1,401,400	1,720,900	1,733,950
San Francisco	80,000	38,600	.....	.....
Superior	11,263	7,450	297,701	.....
Toledo	130,870	100,000	175,000	187,295
Wichita	125,900	95,600	75,600	45,800

*Ear corn receipts included.

Crops Abroad.

Russia.—The metric system is to be introduced in the collection of grain as from July 1st. In the case of sales by peasants, however, the old system will be preserved some time longer.

France.—Bread flour must contain 8% rye flour after May 1, according to late dispatches from Paris. This decree presumably will force the use of rye stock and eliminate wheat imports before the next domestic crop.

India will have practically no wheat for export this year, says the Department of Agriculture, based on a forecast by the Indian Department of Agriculture of a crop of 320,268,000 bushels, compared with 324,651,000 bushels last year, and the 1919-23 average of 329,571,000 bushels.

Palestine.—The Palestine custom duties amendment ordinance, which came into force on Mar. 8, decreases the import duties (per 100 kilos) on wheat from 15 to 10.5 plasters, on broad and haricot beans from 30 to 15 plasters, and on other kinds of beans from 20 to 15 plasters, according to Consul O. S. Heizer at Jerusalem.

Chile.—Wheat production in Chile is placed at 27,587,000 or 3,000,000 bus. more than last year's crop, according to the International Institute of Agriculture at Rome. The crop this year will permit about 5,000,000 bus. to be exported. The barley crop is estimated at 5,295,000 bus., compared with 5,094,000 bus. last year; rye, 55,000 bus., compared with 45,000 bus.; oats, 1,183,000 bus., against 4,548,000 bus., and corn, 1,795,000 bus., compared with 1,069,000 bus. last year.

Argentine seed markets are dull and unchanged. For many months England has not been much of an outlet for Argentine. The Continental cake market has been better, enabling the crushers on the Continent to run their mills and ship linseed oil to England. Linseed shipments from Argentine the week ending May 8 were slightly above the expected average of 1,000,000 bus. weekly, being 8,000 bus. to England, 600,000 to the Continent, 440,000 for orders and probable destination the Continent, and 240,000 bus. to North America.—Archer-Daniels-Midland Co., Minneapolis.

Argentina.—The Grain Exchange at Rosario, the leading grain shipping port of Argentina, modified its regulation on corn to the effect that corn which is sold for export must be sound, clean, and export quality, and with the humidity not exceeding 14.80, as reported by Brice M. Mace, American Trade Commissioner at Buenos Aires. In cases of dispute in receiving corn, samples of at least five kilograms (11 pounds) must be submitted to the Exchange for analysis. A tolerance of not more than 0.2 of a degree will be permitted. The new regulation went into effect March 1 and will continue in effect until Aug. 31, 1926, before which time a new basis will be established which will control on and after Sept. 1, 1926.

Resolutions adopted by the Chicago Board of Trade in favor of S. 3069 to enforce the liability of carriers of bulk grain have been submitted to the Senate by Senator Willis of Ohio.

Oats Movement in April.

Receipts and shipments of oats at the various markets during April, as compared with April, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	359,178	113,014	220,087	19,654
Chicago	4,168,000	2,721,000	3,601,000	5,679,000
Cincinnati	386,000	478,000	166,000	252,000
Duluth	904,976	49,573	1,968,401	1,968,401
*Ft. William	312,535	.....	302,055	.....
Hutchinson	133,500	199,500	199,500	66,000
Indianapolis	1,500	1,500	.....	.....
Indianapolis	680,000	872,000	792,000	312,000
Kansas City	243,100	595,000	1,128,000	658,500
Los Angeles	51,000	43,500	.....	.....
Milwaukee	575,400	852,750	452,393	656,186
Minneapolis	2,147,480	1,473,910	3,022,800	5,854,190
Montreal	347,843	1,242,800	18,592	33,021
New Orleans	112,500	54,000	30,570	87,450
New York	2,528,000	2,842,000	2,802,000	1,506,000
Omaha	348,000	908,000	676,000	1,412,000
Peoria	864,000	640,300	1,134,800	715,500
Philadelphia	822,538	360,550	567,368	113,397
Portland	137,500	142,500	10,144	17,000
St. Joseph	112,000	80,000	40,000	74,000
St. Louis	2,540,000	2,979,000	2,739,000	2,498,000
San Francisco	39,000	29,000	.....	.....
Superior	214,418	54,041	13,850	806,200
Toledo	207,250	530,300	310,220	228,815
Wichita	12,000	15,000	12,000	9,000

*For 4 weeks ending April 30.

New Marine Elevator at Buffalo

The completion of the reinforced concrete Marine Elevator at Buffalo, N. Y., is a fitting monument to the Abell Family.

For three generations the Abells have operated elevators at Buffalo, the original Marine Elevator having been operated by Wm. Hawks Abell, grandfather of the present manager, Harold L. Abell. Mr. Abell was president of the Western Elevating Ass'n from 1866 to 1884. When the Hatch Elevator, which had been built in 1848, burned, it was rebuilt in 1870 as the Marine Elevator. C. Lee Abell built an addition in 1894 and added a traveling marine leg. The capacity of the house was 650,000 bus.

In 1916 the Marine Elevator Co. purchased the site on which the new elevator has been built. It has a frontage of 1,145 feet, with an average depth of 267 feet and comprises 6¾ acres, the area being sufficient to add 1,000,000 bus. storage on one end and 2,000,000 bus. on the other end of the new plant. Of the 750 ft. of dock frontage utilized, 337 ft. in front of the elevator is of reinforced concrete, the remainder being of wood. The elevator is 340 ft. in length and 76 ft. wide. The storage tanks are 30 ft. in diameter and 125 ft. high, the total storage capacity being 2,050,000 bus. The working house is built at the end of the storage tanks, the head floor being 44 ft. 9 ins. by 35 ft. 9 ins., and the roof 191 ft. above the basement floor.

TRACK SHED.—Four tracks on the land side of the working house extend into the track shed, which is 80 ft. wide and 23 ft. high, of structural steel covered with No. 24 galvanized iron. Between each pair of tracks

is a car puller driven by a 50-h.p. slip ring variable speed motor, with a drum type controller. This is like a street car controller and greatly expedites the movement of cars in and out. Two pairs of heavy Clark Automatic Power shovels driven by 15-h.p. motors with silent chain and gear reduction unload the grain from cars.

It is not expected that much grain will be received from cars, in fact only two small receiving pits are provided, but four large capacity car spouts are installed to load a car on each of the four tracks. Twenty-two cars have been loaded out in one hour using but two tracks. Grain can also be spouted into canal barges at each end of the elevator.

WORKING HOUSE.—In the working house the division of the two large cylindrical tanks under the scales into 5 bins each, gives 10 small bins above and 10 bins below the cleaner story, so that cleaning may proceed at the regular rate at all times of the day or night without requiring the services of the lofter legs. Ten bins may be spouted to each cleaner or clipper and these machines can spout to the ten bins below. An Invincible Oat Clipper of 1,500 bus. capacity and an Invincible Grain Cleaner of 4,000 bus. capacity per hour already have been installed, and space is provided for additional machines. The clipper is steel clad or armoured type, with shoe. The cleaner is a compound Shake Double Receiving Separator, steel clad, fitted with automatic sieve cleaners and equipped thruout with self-oiling bearings. The cleaner and dust fan are operated by a 50-h.p. motor and the clipper by one of 75

h.p. Grain from bins below cleaners is spouted to either of the three house lofter legs.

The receiving belt from the track shed delivers to one of the three house lofter legs. Each lofter leg has a capacity of 20,000 bus. of wheat per hour and elevates to a 2,500 bu. reinforced concrete garner having ¼-inch steel plate bottom and 9 small gates. Under the garner are the 2,000-bu. hopper scales. The scale turnheads are operated by recording mechanism on scale floor. Grain from each scale may be discharged onto each of the 2 48-inch reversible storage belts or to any of the four car spouts.

THE MARINE TOWERS: This house being designed to receive grain from large lake vessels, interest centers in its two revolving marine towers, each of which has an unloading capacity of 30,000 bus. per hour on the dip, while 33,000 bus. has been unloaded. Each tower is made of structural steel framing and is supported on heavy carwheel trucks, twenty pairs of wheels being placed under each tower. Each tower is moved by individual winding drum and cable.

The marine leg of each tower is equipped with two rows of 15x8x8 in. Buffalo buckets, 12 inch centers, staggered, and each is operated by a 150 h.p. motor through a double reduction Link Belt roller chain and silent chain drive. A 30 h.p. motor operates each marine leg pusher and marine leg hoist. These legs discharge grain to a garner in the marine tower from which the grain is dropped into a 500 bu. steel hopper scale. The grain from the hopper scale is dropped into a lower garner, and by it fed to the marine tower lofter leg.

Each of the marine tower lofter legs has four rows of 14x8x8 Buffalo buckets staggered 13 in. centers on a 60-inch 8-ply rubber belt. These lofter legs deliver their tremendous load



New Reinforced Concrete Marine Elevator at Buffalo from the Water Side. [See pages 530-531.]

of grain into a continuous system of V-spouts on the roof over the storage bins. Each lofter leg is driven by a 200 h.p. motor through a Stewart-Falk Herringbone hellical cut gear with flexible couplings between the gear reduction sets and their motors.

THE V SPOUTS on the roof have turn-heads, which, by fixed or portable spouts reach 9 to 13 bins. The two 48-inch reversible belts are provided with 4-pulley trippers. Traveling belt loaders put the grain from the towers on the belts if necessary.

Each marine tower is equipped with a set of powerful high speed ship shovels and each shovel drum is operated by a hoist engine, V-type friction. The shovels have two speeds, 750 and 375 ft. per minute. Each shovel shaft is driven by a 100 h.p. motor through a Stewart-Falk herringbone reduction gear drive.

THE STORAGE BINS are built in three rows, the two outer rows of bins being set far enough apart for a group of four bins to contain one full sized round bin in the enlarged interspace. This unusual arrangement makes the outside interspaces larger. The 16 outer round bins have an inner row of 7 round bins of the same diameter, but four of the inner round bins are subdivided into 5 bins each, and two of the outer round bins at the working house end are subdivided into 5 bins each and also divided again horizontally half way between the top and bottom to form a cleaner floor, the result being that there are 79 bins in the house, 17 having a capacity of 67,000 bus. each, 15 of 28,800 bus.; 6 of 16,800; 16 of 14,150; 4 bins of 6,775, 4 bins of 2,340; 16 bins of 5,040, and 1 bin of 27,700 bus. The large main bins are the ones having a capacity of 67,000 bus., the outer interspaces having 28,800 bus. each, the inner bin's spaces having each four subdivisions of 14,150 bus. each and each a square central core of 6,775 bus. capacity.

By using patented Budd Steel Hopper Bottoms for all the circular storage bins the capacity is increased on the same height of bin, which effects a saving in the cost of construction and permits light from high basement windows to ventilate and brighten the interior. The usual foundation mat is done away with by having concrete caissons to rock under the bin walls only.

On the bin floor is a steel drum man hoist with worm drive and $\frac{1}{4}$ inch wire cable with safety device to keep man from falling off the seat when let down into a bin.

For shipping the grain there are provided 3



Steel Bin Bottom in Basement of Marine Elevator, Buffalo.

42-inch belts, one underneath each row of large tanks. Two of these belts discharge to the two house lofter legs, while the third will discharge to all three lofter legs, and each leg can be used for shipping. At both ends of the house are spouts permitting the loading of canal boats.

For mixing every bin can be drawn to center leg. The leg casings are of steel.

The belt conveyor concentrators and rolls have ball bearings and were supplied by the Weller Mfg. Co., which also supplied the buckets. Two 50-h.p. motors drive the storage conveyor belts, and three 30-h.p. motors drive the shipping conveyor belts at a speed of 800 ft. per minute.

THE STEWART DUST SUCTION SYSTEM has been applied to the elevator legs and the garner. Weighmasters will appreciate the fact that this system puts back into the grain the coarse dust that has been taken out of the grain. A fan on the shaft of the electric motor driving each leg creates the suction only when the leg is in operation, and this suction is applied to each garner. Each fan discharges into a cyclone dust collector above the garner

into which its leg discharges, the heavier dust dropping down from the cyclone into the garner containing the grain from which the dust was removed, while the light, impalpable dust passes out thru cyclone discharge. It is this light dust that is the real explosion hazard and it floats away in the atmosphere instead of settling on the interior walls and ceilings. Mounting each fan rotor on the motors shaft of each individual leg drive has the advantage that no power is taken by the fan at time of starting when the maximum power is required to start the elevator belt. It is only after the leg gets up to speed that the fan takes power.

A FLOOR SWEEP system is provided for conveying dust to bin over track shed roof to be bagged and spouted direct to cars. Dust collectors for cleaners and clippers are located above this roof with a small bagging spout at the end of each collector. The Giant Dust Packer was furnished by the S. Howes Co. There are 12 sweeps on the bin floor, 12 in the storage basement and many others at points of dust accumulation. One expansion chamber and 60-inch steel plate exhaust fan on cleaner floor are direct connected to 50-h.p. motor



Distributing Story Over Storage Bins of Marine Elevator at Buffalo. [See pages 529-531.]

The basement sash are 100 per cent ventilating and the cupola sash 50 per cent.

THE 21 ELECTRIC MOTORS have 920 h.p. and are of the squirrel-cage type, induction, using alternating current, 3 phase, 25 cycle, 2,200 volts, and all run at 720 r.p.m. The motors are cleaned of dust by compressed air from an Ingersoll-Rand Compressor. The current is supplied by the Buffalo General Electric Co. brought in on 2,200-volt feeders to the switchboard. For the Humphrey Elevator and its 5-h.p. motor the current is transformed down to 110-220 volts.

The Westinghouse Motors in this house have the newly developed "sealed sleeve" leakproof bearing, which is being furnished as standard equipment on all Westinghouse Motors. This is one of the greatest developments in alternating current motor designing in recent years. This bearing is so constructed that the air pressures within the bearing housing are balanced, thereby preventing air from getting in and oil from leaking out.

Electric lights are provided in basement, cupola, workhouse of elevator and storage, on dock in front of elevator and in track shed. The lighting circuits are brot down to panel boxes and junction boxes. The drop lights for lowering into bins have rubber covered cords. At the end of each cord is a marine type fixture with handle, switch and metal guard to protect the globe. All lamps are 40-watt Mazda and all wiring is in galvanized steel conduit. On the outside of each marine tower is a flood light of 1,000 watt capacity.

An intercommunicating telephone system is provided with stations on head floor, scale floor, bin floor, basement floor of workhouse, track shed, owner's office and in each marine tower. This is a 7-button, 8-station, Western Electric No. 11 system. A push button stop, start and signal system is provided for each of the three workhouse lofter legs, with push buttons on the scale floor, bin floor and basement floor of workhouse.

Stair treads and stair landings as well as runways are of steel grating similar to that

used in the subway. They do not collect dust and retain their non-slipping properties.

The elevator was designed and erected by James Stewart & Co., W. R. Sinks, manager, and T. D. Budd, engineer.

Washington, D. C.—The Senate Com'ite on postoffices and post roads has favorably reported the Frazier Bill permitting fungicides and insecticides to be carried by parcels post. It is now on the Senate calendar and is likely to be passed.

Washington, D. C.—We believe that so long as government does not inject itself into business or take over the operation of business there is no limit to the growth and power and happiness and well being of our people.—John W. O'Leary, pres. Chamber of Commerce of United States, before the Pan-American Congress of Journalists.

Pool Rejects Joint Use of Elevators.

Following the example in Saskatchewan, the Manitoba pool has rejected the proposal of the United Grain Growers for the joint use and control of the elevator facilities of the latter, and insists on its counter proposal to lease or purchase these elevators. The Pool declares that "in their opinion the United Grain Growers, Ltd., and the Manitoba Wheat Pool represent two systems of grain marketing so fundamentally different as to render amalgamation impossible." As both are co-operative farmers' organizations it is interesting to note the divergence in point of view which has developed. There is quite as much of the spirit of difference among farmers' organizations as between these and any form of private enterprise.

Apparently also the Alberta Pool, influenced by developments in the other two provinces, is now reconsidering its decision to work along for a time under the arrangement with existing elevator companies. The sooner the pools try out everything they think they want, the sooner the issue will be decided.—*Winnipeg Grain Trade News.*

Allow a Clearance in the Leg.

By OBSERVER.

Inexperienced builders of grain elevators frequently cause trouble for the operator because of a lack of practical knowledge of the requirements for efficient grain handling. In an effort to save on costs here and there they build an inefficient house.

One fault that frequently occurs is the construction of an elevator boot with dimensions so small that choke-ups follow any slight obstruction or crowding of grain from the dump.

An Illinois operator who had learned from experience of the disadvantage of a small leg, took special precautions to see that the leg of his new elevator was constructed with a clearance of 4 inches between the outside edge of the belt cups and the outside casing of the leg. He says that by leaving the door to the leg casing open when operating, any slight obstructions such as bags or small blankets are automatically kicked out thru this door. At the same time, should the belt become a little slack it will not slap the cups against the walls of the leg with possible damage.

The leg is the heart of the elevator. Great care should be used in its construction.

Effect of British Strike on Grain Exports.

A number of shipping board vessels were held up in British ports the week after the strike was declared, unable to load or unload cargo. A great congestion is reported.

As the government is bending its first efforts to reviving transport and as it is giving preference to the handling of foodstuffs the importation of grain is expected to continue with but temporary stoppage.

During the week exporters continued to buy wheat in the Winnipeg pit.

The decimal weight bill was favored by the Ohio Millers' Ass'n but after considering the necessity of enacting similar laws in the different states the proposed resolution was withdrawn.



2,000,000-bu. Reinforced Concrete Marine Elevator at Buffalo, N. Y., from the Land Side. [See pages 529-530.]

New Concrete Elevator at Enid, Okla.

The plant of the Enid Terminal Elevator Co., at Enid, Okla., comprises a group of 12 storage tanks, with interstices, having 485,000 bus. capacity; a working house with 27 bins of 55,000 bus. capacity; track shed housing two tracks, and a grain conditioning tower.

Construction was started early in January with a view to having the house ready by June 1. The location is on the Frisco Railroad.

THE WORKING HOUSE is 32x40 ft., and 188 ft. 4½ ins. high above ground, 17 ft. 6 ins. of the basement being below ground. Above the basement is a 16 ft. work floor, and immediately overhead are the bins, 78 ft. 10½ inches deep. At the tops of bins is a 7-ft. story on a level with the conveyor gallery over the storage annex, and above it the cupola of the elevator divided into four stories, the top story containing the elevator head, the next below the garner, the next the scales and the third below the spouting and the head of a short leg.

A small cleaning room floor is made half way between top and bottom of bins by dividing horizontally two of the bin spaces to house one or two Carter Disc Separators.

The headhouse is designed and equipped so that another 500,000 or 750,000 bus. or storage bins can be added.

The machinery in the working house includes 3 main elevator legs having an hourly capacity of 8,000 bus. each, 1 small leg for handling screenings, heavy duty car puller, double automatic power shovels, two 2,500-bu. Hopper Scales, Monitor Separator of 6,000 bus. capacity per hour, Monitor Oat Clipper of 1,500 bus. capacity per hour, a Carter Disc Separator, a continuous belt manlift running from basement to top floor, and the working house end of the belt conveyor extending over storage tank annex.

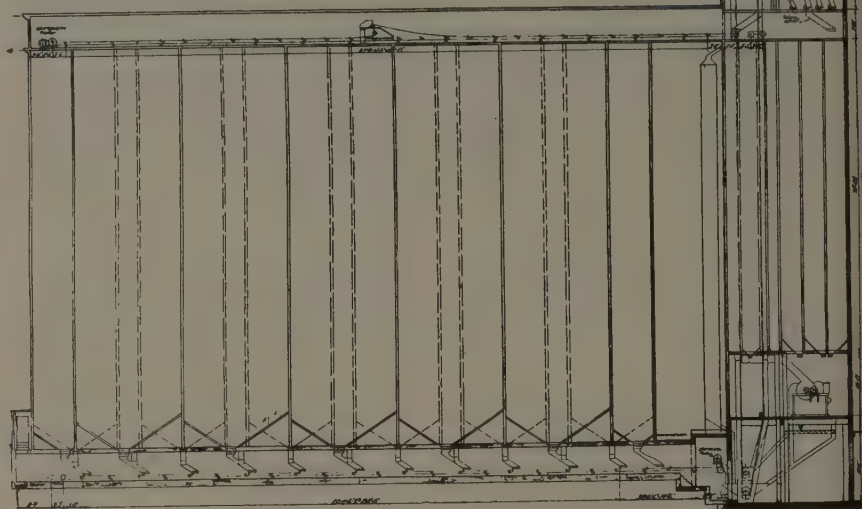
The elevator legs have steel heads, boots and casings made by the J. B. Ehsam & Sons Mfg. Co., and backstops furnished by the Webster Mfg. Co. The double drum car puller has a capacity of 16 cars, and was supplied by Sprout, Waldron & Co., who also furnished the power shovels of the Clark type, the trolley spouts, tripper, spiral conveyors, conveyor rolls, head and tail pulleys for the belt conveyors, 13 power transmission units, the flexible spouts, hopper bottoms and bucket bolts.

The Hopper Scales are of the ball bearing type equipped with type registering beams and weight lifting devices.

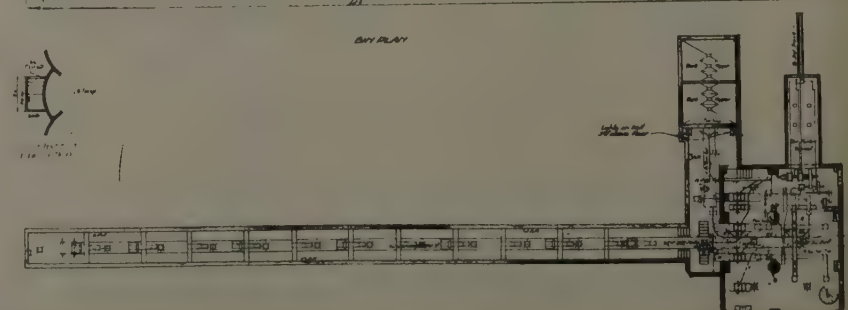
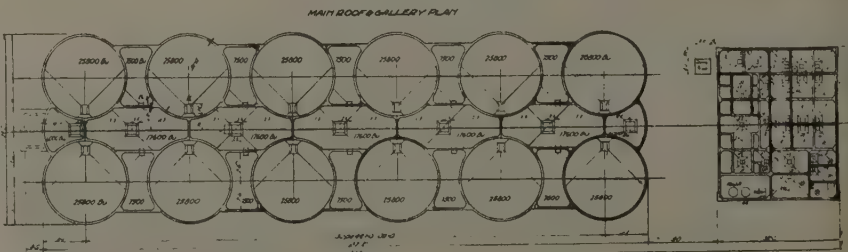
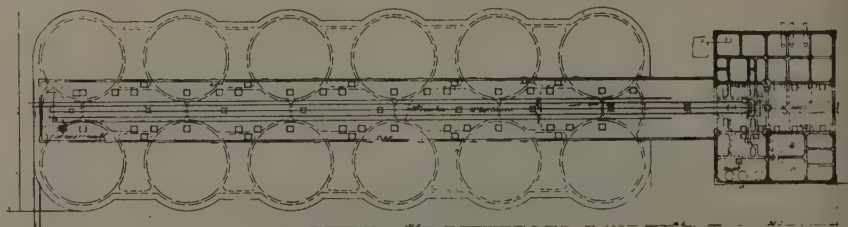
The Monitor Style B Separator, No. 15, is steel clad, having a medium screen capacity of 3,000 bus. per hour or a coarse screen capacity of 6,000 bus. per hour. This machine will be used to clean all the grain passing thru the house. The No. 11 Monitor Oat Clipper and Smutter also was supplied by the Huntley Mfg. Co. This machine has a liming attachment for the purpose of handling smutty wheat over the machine in connection with lime. This machine will clean and scour wheat as well as clip oats. The Carter Disc Separator is one of the largest units, 2537-A, for the separation of oats and barley from wheat, and was furnished by the Carter-Mahew Mfg. Co. Space is provided for the installation of a second disc cleaner when needed.

From the scales 14-inch trolley spouts distribute the grain to bins in working house or to spout loading the belt leading to storage annex bins. The bins in the head house have a capacity of 1,000 to 4,800 bus. each, this small capacity being very desirable as it enables the owner to store several different

grades and kinds of grain under various conditions. The location of the disc separators intermediate of the top and bottom with bins above and below permits continuous operation of those machines. In the basement under the clipper and separator are two screw conveyors 19 ft. and 13 ft. long feeding to spouts leading to elevator boots.



Longitudinal Section thru Annex and Working House.



Roof, Gallery, Bin and Basement Plans of 540,000-bu. Reinforced Concrete Elevator at Enid, Okla. [See facing page.]

The gravity loading spouts enable the operator to load cars on either of three tracks.

A CONCRETE TRACK SHED protects the grain and workmen when unloading grain at the sinks under the two tracks. Provision is made so that two or three additional tracks may be installed on the other side of the plant at any time that it may be deemed necessary. Under the car sinks is a 36-inch belt conveyor.

Grain may be received from two unloading tracks at the same time and elevated to reinforced concrete garner holding a little more than 2,500 bus. each. This enables the operator to elevate grain for weighing while one draft is being taken over the scales.

THE STORAGE ANNEX is separated 16 ft. 6 ins. from the working house. It is 157 ft. 2 inches long and 106 ft. 6 ins. high. The bins are exactly 100 ft. deep, the conveyor tunnel below the bins is 8 feet deep, and the conveyor gallery above is 8 ft. high. The bins are 21 ft. inside diameter, with walls 7 inches thick, each having a capacity of 25,800 bus. The 5 central interstice bins have a capacity of 17,600 bus. each, and the 10 outer bins between the tanks a capacity of 7,500 bus. each. At each end is a bin of 6,000 bus. capacity.

In the gallery over the bins is a 36-inch belt conveyor with cast iron heavy duty self-propelling tripper, handling at least 8,000 bus. per hour. The unloading spouts for the belt conveyors, bin valves and spouts required for spouting the grain were furnished by the J. B. Ehram & Sons Mfg. Co.

In the basement tunnel under the bins is a similar 36-inch belt conveyor delivering to elevator boots in the head house.

THE POWER TRANSMISSION machinery was furnished by Sprout, Waldron & Co. All of the 13 electric motors have chain drive reduction supplied by the Link-Belt Co. Three motors of 50 h.p. each, running 840 r.p.m., drive the 3 large elevator legs; one of 15-h.p. drives the screenings leg; two of 25 h. p. drive the main conveyors, and one 7½ h.p. drives the track conveyor. The clipper has a 75-h.p. motor; the cleaner and shovel each a 20-h.p.; the Carter Disc a 5-h.p.; car puller, 30, and suction fan 15 h.p.

A COOLING TOWER 4 ft. square is located between the head house and storage annex. It is built of structural steel frame covered with galvanized wire cloth and the full height of the storage annex. It will be used for conditioning grain that may be hot or have a high moisture content.

DUST elimination has been promoted in every way in the design of this plant. Particular attention was paid to ventilation in order to minimize the explosion hazard. A suction line is run from all the elevator boots and conveyor belt unloader. The dust from the cleaners and suction system will be discharged into dust collectors located over the track shed. Special bin wall ventilators were designed by the builders. Ventilators are provided for elevator heads and thru the roof. The hopper scales and garnerers are ventilated. The plant was designed and erected by the Jones-Hettelsater Construction Co.

Hegari.

Thru the courtesy of the Sudan Grain & Elevator Co. at Sudan, Tex., we are in receipt of a sample of hegari, a plant grown much in certain sections of the southwest for feed and seed. Regarding it A. J. Mayfield, the sender, writes:

"Hegari is grown very much as is kafir corn, which it also resembles, both in stalk and in head. We find a market for this anywhere that we sell kafir corn, and except for seed purposes it takes the same price. It has the advantage of outyielding the kafir corn and has a sweeter stalk, which is more palatable to live stock when fed as bundle stuff. For these reasons hegari is becoming very popular in the Southwest."

Dorsey's Memoirs.

Fort Worth, Tex., Sec'y Hugh B. Dorsey long Sec'y-Treas. and at one time President of the Texas Grain Dealers Ass'n, has announced that he is writing and will soon publish his "Memoirs of the Grain Trade." Only the emaciated expurgated edition will be available, so if you wish a copy of the original forward express charges post haste as only a limited number of copies will be issued.

Spring Suggestions for Elevator Operators.

Protection of your elevator against the elements does not stop with the installation of lightning rods but should go further. The frequent painting of your elevator protects it from deterioration and adds to the attractiveness of your community.

Now that the season is ripe for repairs, if you have been troubled with water in your boots have the elevator engineers elevate them so that all are above the surrounding ground.

The spring thaw will leave the approach to your driveway in a condition precarious to tires and hoofs if you do not fill the ruts with cinders before the heavy hauling season commences. In doing this it would be well to mend the departing end of the driveway first and the approach last, then one would be sure not to have an ungracious exit.

Now is the time to clean out all that old machinery that has been haunting you through the long winter and turn this investment into working capital.

With the opening of a new crop year a new supply of scale tickets and other such accounting books, confirmation blanks, affidavits, contracts, code books, reduction tables, car order blanks and shipping notices, should be stocked. It will be worth lots later to have what you need in stock when you want it.

That open window in the cupola where the glass was broken some years ago may admit a locomotive spark that might wipe out your grain business.

Country grain elevator operators will find it very much to their advantage to advise the readers of their local newspaper every time they receive a fresh carload of salt, seed, feed, or coal.

All those curling and faded calendars of years gone by do not add to the attractiveness of your office; they do, however, add to the fire hazard. A fresh coat of paint of a light tint will have a more pleasing effect on customers.

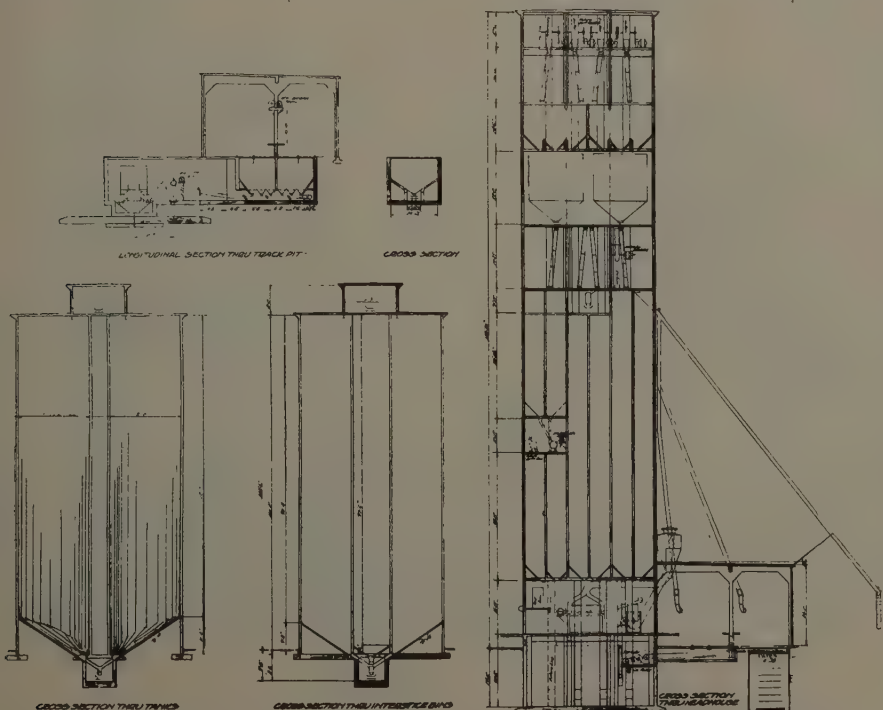
A new federal barberry bush eradication appropriation of \$375,000 is soon to be available, according to announcements coming out of the recent grain rust prevention conference just held at Washington. The conference pledged \$75,000 toward the campaign which is to consist of educational efforts with the farmers of the grain producing states. Many agriculturalists doubt that the barberry is in anyway to blame for black rust.

Self-Regulation in Business and Farming.

The principle of self-regulation in business will be applied to a discussion of agricultural problems at a special group conference to be held in connection with the fourteenth annual meeting of the Chamber of Commerce of the United States, at Washington, May 11 to 13.

In announcing the program for this special conference, The Agricultural Service of the Chamber pointed out that the "Chamber consistently has maintained that improvement in agriculture to be of sound and lasting value must come from that industry's own efforts, as opposed to the theory that the injection of government into the field of price-fixing, buying or selling of agricultural commodities offers the way out." The position taken by the Chamber with regard to agriculture, it was explained, does not recognize any difference between agriculture and other forms of business.

"What of the Corn Belt," and "Industry's Stake in Cooperative Marketing" are two leading subjects which will be discussed by the agricultural group. Professor Fred L. Garlock, Iowa State College, will speak on the situation in the corn belt. Professor Garlock has devoted a great deal of time to the study of the underlying economics of that region, and in view of the timeliness of the subject his talk is expected to attract much interest and attention.



Cross Sections thru Tanks, Interstice Bins and Head House. Above Sections thru Track Pit of the Enid Terminal Elevator Co.'s Concrete Elevator at Enid, Okla. [See facing page.]

The Burning of Fire Proof Elevators

Ohio Fireproof Elevator Badly Damaged by Fire.

The reinforced concrete elevator of Snyder & Immel at Kingston, O., which was built several years ago, was visited by fire April 2nd with the result that the head house was practically destroyed together with all the machinery it contained, causing a loss of nearly \$20,000.

This elevator, which is illustrated herewith, contained little grain. It contained three legs with wood casings and wood heads. The machinery in the cupola was also of wood and although the fire was fought with chemicals for nearly seven hours, it was not extinguished until practically all the wood had been burned.

The fire was discovered about 3:30 on the afternoon of April 2nd, and as in the case of a number of other fires recently, this fire started in one of the three elevator heads.

Fortunately this firm was fully insured so that they will continue in business.

Grain in Concrete Tanks All Burned.

Grain dealers and millers who are able to profit by the experience of their brethren are not always put to the expense of learning in the extravagant school of experience. The half million dollar fire in the fire resistive plant of the Arkadelphia Milling Co. at Arkadelphia, Ark., last January gave some very expensive experience not only to the owners, but also to the fire insurance companies covering the risk. Every owner of reinforced concrete storage tanks will be deeply interested in the heavy fire loss on grain stored in the concrete tanks and in the convictions of W. N. Adams, the manager of the company, who writes:

"We were disappointed at the heavy loss on grain in our reinforced concrete tanks. However, we believe that much of this loss could have been prevented and we believe that the experience of this particular fire will be useful in any other fire of similar character.

"The fire started at the tip top of our headhouse and was discovered at 7 o'clock in the

morning just as we were starting the elevator. While we could not definitely determine where the fire started we have about reached the conclusion that it must have started from defective wiring. Our second miller and two assistants got to the fire, but the headhouse was so filled with smoke and they were so excited that they haven't definitely agreed just where the fire did start. The chances are that had these men not been excited they could have prevented the fire spreading since there was a barrel of water with buckets within a few feet of the fire. Instead of using the water in this barrel the three men overlooked it and spent several valuable minutes working with the hose. By that time the fire had spread all over the top of the headhouse and the men had to flee for their lives.

"We had not only good city water fire protection, but also our own fire department, having in addition to our own water tank a fire pump and a ground tank. We and the city together had five lines of hose on the fire yet it was impossible to save the elevator or the warehouses connected. We did save the feed mill and warehouses connected for more than two hours, but the wind shifted and blew directly against the feed mill so it was impossible to save it. We were able, however, to save half of a 200' warehouse that was afire.

"As to the concrete tanks. These concrete tanks are located about 28' from the headhouse and were connected with the headhouse by conveyors. Evidently the fire was carried across from the headhouse to the concrete tanks by the conveyor boxes which were of wood and the down spouts were of wood. For several hours after the destruction of the cribbed elevator, feed plant and warehouses there was very little evidence of a fire in the tanks and only a small amount of smoke coming out which we thought was blowing through the openings next to the headhouse. In fact, the fire in the tanks proper had not gained any considerable headway the following day. This is an important point because even thirty hours

after the fire we are convinced that the fire could have been stopped in the tanks with very little if any loss to the tanks themselves and with a minimum loss to the grain, but we were instructed not to put water on the grain. As a rule it is bad practice to turn water on grain if there is any chance of saving it without the water.

"The man in charge of the salvage for the insurance company, with whom we took the matter up by telephone, advised us not to put water on the fire, but try to smother it. We tried this, closing all openings, but the fire continued to gain headway. However, it was almost a week after the fire started before the salvage people definitely decided that they would have to use water. By that time the fire had gained such headway that it was impossible to put it out, especially in the corn tanks, and by that time the fire was burning in the corn tanks almost like coal.

"I do not feel that any one is to be blamed in this matter because possibly this is the first experience of this kind the salvage people had ever had. We understood that as a rule grain would burn down a few inches and go out, but in this case corn burned from top to bottom of one of the smaller bins and in one bin the wheat actually burned down more than 14'. Consequently the wheat was badly water and fire damaged and the corn was very badly damaged. Most of the corn was absolutely worthless. One particularly small bin of corn entirely burned up. After the fire had gained such headway it was impossible to extinguish it, and although water was put on the corn tanks continually it was not until practically all the grain had been removed that the fire could be put out, and the fire burned in the tanks about six weeks.

"We are inclined to think that had water been used on the contents of these concrete tanks within thirty hours after the fire started there would have been very little damage done to the concrete tanks and there would have been a tremendous salvage on the grain. One thing that is noticeable and that is the concrete tanks went through the fire in such good shape so far as the outside damage is concerned, while this fire was all around the tanks, that



Snyder & Immel's Reinforced Concrete Elevator at Kingston, O., Badly Damaged by Fire April 2.

the tanks were not seriously damaged from the outside. But for the damage on the inside the repairing of a few cracks and the painting of the tanks would take care of the damage. However, in the corn tanks that burned for several weeks the inside damage to tanks was tremendous.

"Quite a few owners of concrete tanks are so sure that concrete tanks are fireproof that they carry no insurance on grain. We think this practice is a mistake. We still believe that grain in concrete tanks, normally, is a very safe risk, but we would not be without insurance. At first I was under the impression that this fire started because of the tremendous outside heat from the cribbed house, however, after all the tanks were emptied investigation developed that there was practically no outside damage and the records show that most of the undamaged wheat taken out of the concrete tanks was from the tanks that withstood most of the outside heat. We are convinced that the outside heat had nothing to do with starting the fire and only damaged the tanks very slightly. But for the wooden conveyors and wooden spouts there would have been no fire in the tanks. After the fire started if water had been used within thirty hours there would have been no serious damage to the tanks and possibly 85% or 90% salvage of the grain."

Fire in Concrete Elevator at Upper Sandusky.

The folly of using wood in the construction of leg casing and heads in a fireproof elevator was again emphasized at Upper Sandusky, O., March 22 when fire was discovered in the cupola of the reinforced concrete elevator of the U. S. Commission Co.

The plant consists of a square concrete workhouse 100 feet high and two cylindrical concrete tanks about 90 feet high 15 feet from the workinghouse and connected by a bridge at the top.

The workinghouse bins contained about 1,000 bus. of seed barley, 2,000 bus. of oats and over 10,000 bus. of wheat. Most of this grain had been stored by the farmers.

The fire started in the north stand of elevators presumably from friction of the elevator head. The building is entirely of concrete and the upper floors are of the same material. The supports for the heads were made of wood and the spouts were metal. The damage by the fire was small, the insurance companies paying only \$506. The damage to the concrete over the top of the elevator heads is problematical as the Manager reports the roof to be leaking since the fire.

The fire was discovered by several at the same time. The house had been shut down about 4 hours when blaze was seen thru cupola window at 10 P. M. Alarm was given and Fire Dept. sent man to top floor but smoke was so thick he had to use gas mask and then could not see barrel that was 10 ft. from fire. Fire could have been checked at this time with buckets of water. They finally opened window that leads to top of tanks and got hose by dropping rope. They could not get inside by this time as it was too hot. They threw water in window for some time, but did not do any good. They finally crossed bridge and poked hose inside and after much water was used, drowned the fire after the legs had been burned down below cupola floor.

It was necessary to rebuild one stand of elevator before grain could be moved. However, one large car of oats was taken out on railroad side of bins thru trap and sold thru Toledo firm for 39c net F. O. B. point of fire. Loss only 1c per bushel. The first wheat loaded into car was mixed with charcoal and was pretty wet in spots. Upon taking wheat out of the bins about ten days after the fire occurred, it was found to be musty and also full of weevil. Water had penetrated all of the bins and it is a very much disputed question just what damage was done by the water used to put out the fire and what was done before the water reached the grain in the bins.

The Burning of Grain in Concrete Elevators.

During the last fifteen years many grain dealers have erected reinforced concrete elevators at considerable expense over the cost of wood houses, because they were laboring under the impression that the possession of a concrete house would relieve them of all worry and care about fire.

During the last three years the trade has experienced half a dozen serious fires in reinforced concrete elevators, each of which has resulted in some damage to the building and grain, but until this year no sufferer has experienced the difficulty in extinguishing fire in burning grain that was experienced at Arkadelphia, Ark., last January.

Wood structures on two sides of reinforced concrete tanks were quickly destroyed by fire which originated in the head house of the elevator presumably from a hot bearing, and a strong wind blew the fire toward the reinforced concrete tanks; but the immediate cause of the fire being communicated to the grain in the tanks was the wood conveyor boxes and the wood spouting provided for conveying the grain from headhouse of the wooden elevator to concrete tanks.

This loss of grain in concrete tanks has given a real shock to the mutual fire insurance companies specializing in grain elevators and flour mills, so it seems very likely that henceforth they will charge heavily for any wood contained in grain storage tanks or elevators constructed of non-combustible material.

The Mutual Fire Prevention Bureau has made a careful study of the Arkadelphia fire and we are indebted to it for the map reproduced herewith showing the layout of the buildings composing the plant of the Arkadelphia Milling Co. Its report shows that,

"The entire plant consisted of (1) a reinforced concrete mill and warehouse section including boiler and engine room; (2) a frame iron clad cribbed elevator known as Elevator B, with a frame iron clad warehouse attached; this Elevator B detached 36 ft. from the fire resistive section and connected by an all metal canopy; (3) a frame iron clad feed mill and two warehouses detached 15 ft. from Elevator B; and (4) a battery of six reinforced concrete tanks detached 26 ft. from Elevator B and 15 ft. from frame warehouse. The entire layout is shown on the map reproduced herewith.

"The fire originated in the top of the head house of Elevator B. The elevator had not run since the night before and the fire was first discovered about 7 a. m., just as they were preparing to start the elevator. One of the men in the flour mill noticed smoke coming from the top of the head house, but the smoke was so dense that they could tell nothing about how it

started when they got there.

"The adjuster, together with the owners, think it likely that the fire smoldered for some time through the night before breaking out. If so, elevator head trouble, either from a bearing or head friction, was probably the cause.

"Assuming that a fire did smolder for some time the natural question is, 'Why didn't the watchman discover it?' The reason was that there was no watch clock station above the bin floor.

"The wind was strong from the West and it soon carried the fire to the feed mill and warehouses. The shaded portions of the diagram represent the burned portions of the risk.

"The six tanks were detached 26 ft. from Elevator B head house and 15 ft. from the feed warehouse. The two end tanks happened to be full of very wet corn. With the wind directly against them and fire on two sides they became extremely hot. The corn became so hot that the entire mass seemed to be a boiling liquid which did great damage to the interior of the tanks. The total damage to tanks was agreed on as \$6,945.50.

"In reporting on this tank loss the adjuster writes,

"For your information these tanks, particularly the three shaded tanks contained burning grain from top to bottom, said grain being ignited from the wood conveyor box in the top. This conveyor box was placed on an open concrete platform. From my experience with this risk and loss I would recommend that on any new concrete bins being built that you insist the tank tops be completely covered and that metal conveyor and spouting be used. This fire absolutely demonstrates the advisability of such construction for if these tanks had been built that way the damage to stock and to the concrete itself would have been small."

"The fire resistive mill and warehouse sections were not damaged by the fire, but it is conceivable that if the wind had been in the South and a fire started in the feed mill section or Elevator B section a real loss to the mill and warehouses would have resulted."

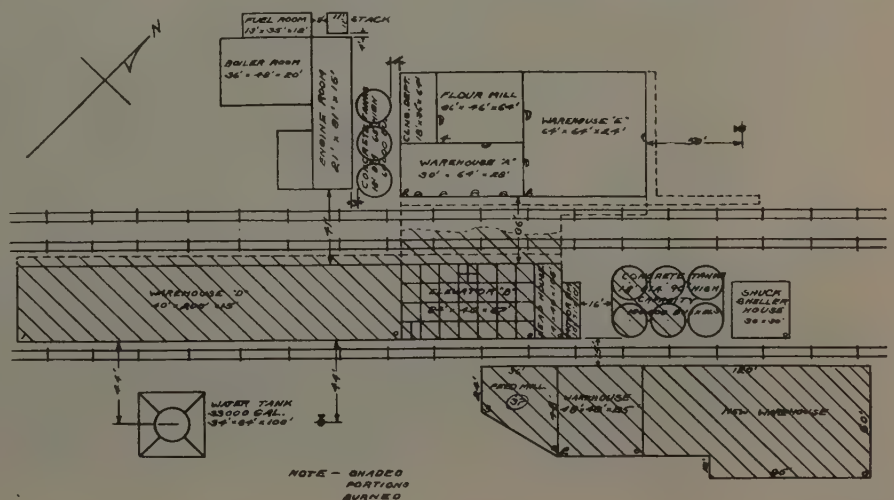
The Arkansas Fire Prevention Bureau of Little Rock also investigated the loss quite carefully and made the following report:

CONSTRUCTION OF BUILDINGS INVOLVED.

The head house was 16x40 feet, frame iron-clad construction, six stories or 100 feet in height, peaked metal roof, located 40 feet east of two-story fireproof flour mill. Wood spouting and leg casings extended the entire height of this building, which housed grain cleaners, scourers, separators and aspirators.

Grain Elevator "B"—Adjoining on the south side of the head house was of cribbed construction covered with corrugated iron, one equal to three stories or 60 feet in height, 40x65 feet, peaked metal roof. Machinery in this building consisted of chop rolls and separators. Capacity of elevators, 250,000 bus. Electric wiring in this building and head house had been thoroughly overhauled and placed in metal conduit.

The Sack Storage and Feed Warehouse No. 1—Adjoining the grain elevators on the south, 40x100 feet in area, was a one-story frame iron-



Layout of Arkadelphia (Ark.) Milling Co.'s Plant. Shaded Portion Was Burned. [See facing page.]

clad construction with peaked metal roof. Feed Warehouse No. 2 adjoining on the south, of similar construction, was not damaged.

The Grain Tanks—Located 25 feet north of head house, with small one-story fireproof motor inclosure intervening. The tanks were built in 1917, of reinforced concrete construction, six in number, located in three batteries of two each with interstice bins between tanks; also used for storage. The tanks are 88 feet in height, 20 feet in diameter, capacity of each about 12,000 bus.; total capacity, 100,000 bus. Tanks contained about 75,000 bus. of corn, wheat and oats, some tanks being about full and others nearly empty. All tanks are covered with a continuous concrete slab and about 7 feet below this roof is a concrete floor. Extending through the center of this room and through the clear space from frame head house was a screw conveyor in wood trough used for filling tanks. Conveyor enters conveyor house over tanks through opening 2½ feet. Spouts extend from conveyor to each tank and to interstice bins. Conveyor house has three windows on each side and one on north end in addition to 2½x6-foot opening mentioned above. Windows are wired glass in metal frames. An all-metal walkway parallels conveyor from head house to tanks. A space below tanks is divided into three sections affording access to the manholes in the bottom of bins. All outside bins have 18-inch square vents near bottom.

The Feed Mill—Located 20 feet east of grain tanks and head house, with switch tracks intervening, 60x135 feet, frame metal-clad, with all-metal peaked roof, 2½ stories or 40 feet in height. A covered concrete molasses tank of about 40,000 gallons was located in center of building. Grain in crib constructed bins was stored here and hog feed was ground, mixed and sacked in building.

Other Buildings not Damaged—The fireproof flour mill, 40 feet west of burned buildings, with exposed windows protected by wired glass in metal frame and connected to grain elevator B by an iron bridge, was not damaged. Adjacent to flour mill, on the south, are three concrete grain tanks 60 feet high and adjoining these is a small one-story fireproof engine house to which is attached an all-metal boiler house and concrete pump house; the frame stove mill is located 60 feet south of boiler house.

The fire started on the top floor of the head house, at the northeast corner, and was discovered in its incipency by a workman at 6:45 a. m. Not knowing there was a barrel of water on that floor; the employee rushed to the fourth floor where he had previously noticed a standpipe and hose and returned to the top of the house with the hose. The base of the elevated tank is at an elevation of 106 feet and the top of the head house was 100 feet and consequently no water was available.

FIRE AND DAMAGE TO CONCRETE TANKS.

After the fire was under control the problem of the burning grain in the tanks was of much concern to the owners. The burning of the head house and its connection to these tanks destroyed the only means of ingress to tanks and an attempt was made to shoot a rope over tanks. This could not be done and the following morning workmen erected a scaffold at the north end of tanks and the manager got in touch with a salvage company in Kansas City, who sent a man to Arkadelphia. Nothing was done toward extinguishing the fire in the tanks until the salvage man arrived three days after the fire, as company officials believed that water would swell the grain and crack tanks. Awaiting the arrival of the salvage man an attempt was made to smother the fire in tanks by closing all openings, but after 60 hours it was found that the grain was still burning. The corn was burning very rapidly, and corn bins were first to receive attention. Some water was applied, but not enough to saturate the grain and it had little effect. A week from the morning of the fire the 18-inch outside door in one tank was opened, and the corn drawn off into a box car.

This investigation was made three weeks from the date of the fire, at which time all bins containing corn had been emptied for the purpose of salvaging the grain, but the grain in the wheat bins was burning slowly. An examination of the concrete showed it to be little affected, as the intense heat was of a comparatively short duration. The southeast tank nearest the fire showed an area of about five feet in diameter where the concrete had spalled off where a stream of water struck the tank during the fire. Around the outside vent holes at the bottom of the tanks some spalling of concrete was noticed on the inside within a radius of five or six feet. Air coming in around vent probably permitted the fire to burn with greater rapidity than in the top of the tank where air was not available. It might be possible that when the grain was drawn from these vents it was allowed to burn when the fire was drawn down to this point.

The concrete around the conveyor opening at the top of the tank and the overhanging roof slab at this point was noted to be somewhat damaged. The center tank on the west side showed a horizontal crack about midway of tank, but as this crack was in practically a straight line, it appears to be where the concrete pouring was stopped during construction and is not believed to have been entirely caused from the fire, as this tank was not subjected to intense heat from the outside.

The following buildings and machinery therein were a total loss but there will be a small amount of salvage from recovery of grain and stock: Head House, Elevator B, Sweet Feed Mill, Sack Storage and Warehouse No. 1. Ap-

proximate estimate of grain in Elevator B, 150,000 bus. of corn and wheat. Losses on above buildings and contents will approximate \$300,000.00. Concrete storage tanks contained about 75,000 bus. of corn, wheat and oats.

The loss to the concrete tanks was 46% of their sound value, the sound value being computed on present value less depreciation. Insurance on tanks was 37% of sound value. The loss sustained on grain in the concrete tanks after deducting salvage, was 56% of the sound value, insurance being 51% of the sound value. Of course the loss to the non-fireproof section that burned was total.

A careful reading of these reports together with the letter of the manager of the milling company which is published herewith, will convince anyone that the owners of reinforced concrete elevators have been enjoying a feeling of safety from fire that is not entirely justified. So many losses have resulted from the burning of wooden leg casings, wooden heads, wooden machines and floors that builders will no doubt henceforth warn grain dealers of the folly of going to the expense for the erection of fire proof structures and then filling them with wood or other combustible material.

Use a Radio.

BY SOL.

With the advent of the radio and economical, reliable receiving sets, large numbers of grain men have entirely abandoned the old telegraph and telephone method of keeping in touch with prices in the terminal markets.

During the periods of the day when the markets are broadcasted they are to be found with headphones glued to their ears or with loud speakers telling whether grains are up or down and how much. During dull periods when business is slow and roads are bad they tune in on entertaining programs, thus making their sets do double duty.

While they have the added factor of entertainment and education over the regular receipt of market prices they also reap a profit from the other end of the horn. One Kansas elevator reports that its radio is saving it about \$18 a month on telegraph and telephone communication. At that rate a radio soon pays for itself.

Have you a little radio in your office?



Burning of Head House and Elevator at Arkadelphia, Ark., from which Fire Was Communicated to Grain in Tanks. [See facing page.]

Futility of Making Heavy Scale Repairs in the Field.

By A. B. JACOBS BEFORE NATIONAL SCALE MEN'S ASS'N AT CHICAGO

There are but two general conditions that justify repairs to a scale. First, some accident, which causes unusual overloading or failure due to defective material; and usual corrosion and natural wear of knife edges and bearings. In the first case field repairs are justified; even temporary repairs without adequate equipment, but under such circumstances permanent repairs should be made later when adequate equipment is available or by replacement by new parts from the factory. In the second instance field repairs without adequate equipment should never be attempted, and the scales should be sent into the shop for general overhauling.

Rusted or worn pivots cannot be reground to the original range and gauge, except by shim-ming up the pivots, which is not permissible. The degree of accuracy required for satisfactory weighing does not permit replacement of pivots by new parts finished by gauge at the factory without resealing the levers. In order to get accurate weights, the pivots must fit tight into the lever, so there will be no change of position under load.

The best method of mounting is to drive the pivot endwise into tapered ways in the casting, the taper on the pivot being about one-eighth inch per foot, or a ratio of 100 to 1, which permits driving the pivot in and out many times without its wearing loose or changing its location. This kind of mounting requires each pivot being fitted to its own way, as a difference of one one-hundredth inch in the thickness of the pivot will change its endwise location one inch. After fitting in the pivots and finishing the knife edges to approximately the correct location, the pivots must be tempered to an exact degree of hardness, which requires not only adequate equipment but thorough experience as well. The most accurate method of finding the exact location for the knife edge of the pivot is sealing by weight, which again requires that each pivot be sealed in its own lever. Accurate results cannot be had except where adequate equipment such as is used in a first class scale shop is available. Therefore, such work should not be attempted in the field.

The same general principles apply to fitting up bearing steels, only to a lesser degree.

Permanent repairs to other parts of the scale, such as loops, links and connections, all require adequate equipment. Even though a makeshift job may not seriously affect the accuracy of the scale, it will affect the service. While there may be times where temporary repairs to broken castings, such as can be made by fence wire or splicing bars, are justifiable, permanent repairs should be by replacement by new parts from the factory or by welding, which again requires adequate equipment.

Accidents will happen, altho they may be reduced to a minimum by installing heavier scales, with better installation thruout. Displacement of parts is a frequent cause of excessive errors in scales, and is due to improper design or installation, or else the scales are too light for the service and there is excessive vibration when cars run over them. A scale that is continually getting out of order and requiring repairs on account of being too light or of unsuitable design and construction for the service in which it is used, should be replaced

rather than repaired. Corrosion can be controlled by proper care and maintenance. If the scales are properly designed and made of suitable material, there should be practically no wear on the knife edges or bearings under normal loading, even under heavy service. We have records of scales that have weighed over a million carloads in the course of five to ten years' service, and which maintain accurate weights without adjustment of nose irons and show practically no pivot wear. Such records set a high standard of service, but the purchasers of modern scale equipment have a right to expect such service. A scale that tests out on an average of thirty to forty pounds light per carload will reduce the net revenue by ten per cent on average traffic weighed over it, and such losses will soon mount up to the cost of a modern scale installation at a busy weighing point. It is reasonable to expect that modern track scales properly installed should be maintained within a tolerance of less than 25 lbs. per 100,000 lbs.

The cost both in time and out of service expense in making heavy repairs to scales in the field even with fairly adequate equipment is usually more than the cost of sending the scale to the shop, and in case of heavy repairs to a single part it generally will be more economical to order a replacement part from the factory even where temporary repairs have to be made in the meantime.

Heavy repairs in field should not be attempted without adequate equipment, because makeshift repairs almost invariably cause excessive errors and interrupted service, with high maintenance expense and loss in revenue, and except in case of accident or careless maintenance scales requiring heavy repairs should be replaced by better equipment that will produce a higher revenue at less maintenance expense.

The Grain markets now are being broadcast by radio from Winnipeg by the Dawson Richardson Publications. For the present there will be broadcast daily a brief report of the grain market with any special features that have developed, and in addition the closing, cash, futures and track prices, and the changes in street prices. For the summer months the time of broadcasting this service will be about 12:35, which is over an hour and a half earlier than during recent months.

Roller Bearings Save Their Cost and Then Some.

Jesse J. Culp, ex-President of the Missouri Grain Dealers Ass'n, who operates a grain elevator at Warrensburg, Mo., writes:

"We changed all our bearings to rollers eight years ago and believe we have saved their cost twice over."

If you have bearing trouble—and very few elevator owners do not—it will be decidedly worth your while to investigate an improved type of bearing. Ball or roller bearings cost more than the ordinary habbited kind, but they are worth it. Lower cost of upkeep, less power required, reduced fire hazard. If Mr. Culp had complete figures we believe he would find his roller bearings have paid for themselves ten times over.—Our Paper.

Modernizing Grain Handling Equipment with Roller Bearings.

By A. J. UNDERWOOD, ENGINEER.

The past five years has witnessed many marked improvements in grain handling machinery. One of the most notable being the general acceptance of roller bearings as a forward step in the design and operation of grain handling equipment. Engineers and operators, generally, have requested some type of roller bearings in the specifications of all of the large grain elevators erected recently or now under consideration.

The recognized advantages of roller bearings brought about their use in conveyor belt idler rolls and return rolls, where past difficulties necessitated a departure from the old plain greased bearing. The success in these locations was such that today roller bearings are also accepted as standard equipment (in self-aligning, ball and socket pillow blocks) on the head and tail shafts of belt conveyors and in the usually inaccessible boot and leg head shafts.

Continued difficulties developing on tripper pulley shafts has resulted in the use of roller bearing pillow blocks here, as well as in movable tripper wheels, and their use has been more than justified by the results obtained.

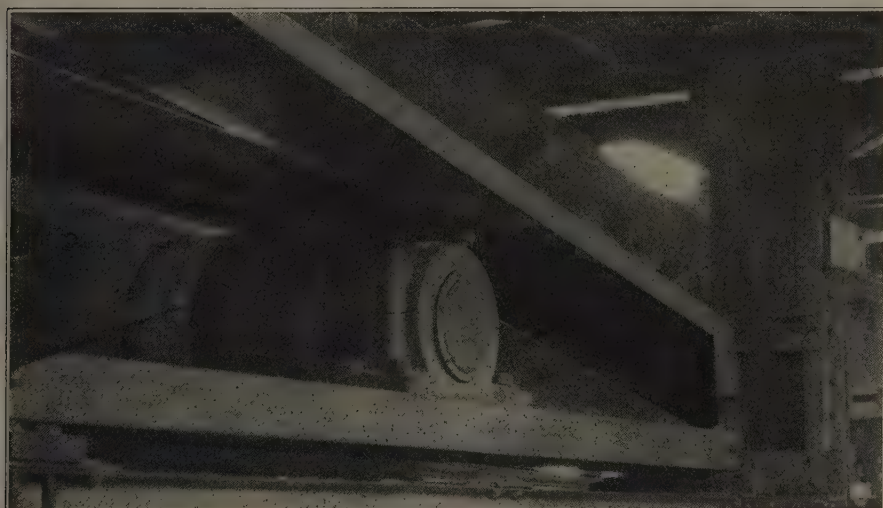
Herring-bone gear reduction drive units equipped with roller bearings have resulted in a quieter, more efficient drive and provided a unit in which the actual tooth wear is reduced to a minimum. No better illustration can be given of the foregoing statement than to refer to the Montreal Harbor Commissioners, Elevator No. 3, and Windmill Point Elevator, and the Vancouver Harbor Commissioners' Elevators No. 1 and No. 2 where all the aforementioned positions are entirely roller bearing equipped.

Over a period of time, experience has demonstrated that grain elevators whose machinery has been so equipped throughout, have shown considerable increase in the average bushels per day that can be handled. Speedier receiving, storing and loading have been the result, with a corresponding increase in revenue, which largely offsets the small addition to the initial cost of equipment. While on the subject of initial cost, some attention must be paid to the possible reduction of motor sizes and, incidentally the motor cost, which will of necessity result from the elimination of friction and the reduction of the power requirements.

Owing to the large installations of grain handling machinery in modern elevators a material saving in the power needed has been effected. This advantage has been somewhat eclipsed by the insurance provided against repairs which necessitate costly delays and shut-downs. The need for continual uninterrupted operation of all units when handling grain and the ability of roller bearings to provide such service because of their freedom from wear and their durability, has been a tremendous factor in influencing their general use. Their infrequent lubrication needs have helped to solve costly lubrication and maintenance problems.

Lastly, and foremostly, roller bearings are one of the best agents in reducing the causes of elevator fires and dust explosions. Inaccessible, dust accumulating places such as boot and leg pulley shafts, have been eliminated to a large extent from the list of fire sources. The ability of roller bearings to operate continually, without heating, even without lubrication, has won for them a permanent place in grain handling machinery.

The success of roller bearing is due, in a large measure, to the close co-operation between the equipment manufacturer and the engineers of the bearing companies. This engineering service is also extended to grain elevator operatives and engineers, who, while paramount in design, erection and operation, may lack the exact solution to bearing problems.



Take-up Pulley Mounted in Hyatt Equipped Ball and Socket Self-Aligning Pillow Blocks in Conveyor of Windmill Point Elevator No. 2, Montreal, Que.

15,000-Bu. Elevator at Sudan, Tex.

Early this year a new elevator was completed at Sudan, Tex., by the Sudan Grain & Elevator Co. The concrete foundation for the 15,000-bu. combined elevator and warehouse was laid late in December. The completed cribbed elevator structure is 20 x 28 ft., and the warehouse 24 x 72 ft. Nine overhead bins make up the storage capacity, two of which are used for screenings from the cleaner. A partition thru the center of the dump pit divides that into two extra bins that may be used in cases of emergency. Spouting is so arranged that sacking or shifting of grain may be carried on from practically any bin in the elevator to any other bin.

Power is obtained thru a 7½-hp. latest type fully enclosed motor. This drives the leg and the dustless, air blast cleaner. The cleaner is located under two or the overhead bins with a bin underneath which spouts directly to the leg from which the cleaned grain may be carried to the sacking bin or to any other bin, or directly into the cars on the siding.

A 20-hp. motor is used for driving a feed grinder just outside the building, which does custom grinding of ear corn and milo heads, and a French Burr Mill, inside the building, in which very excellent corn meal is ground.

Both motors are Fairbanks-Morse, fully enclosed, ball-bearing type.

Another warehouse on the 200-ft. stretch of property, served by a switch track the whole length, is used for storing mill feeds, salt and flour, which is both jobbed and retailed to farmers, residents and merchants of Sudan and nearby towns.

The house was designed and constructed by the Star Engineering Co.

The Sudan Grain & Elevator Co. had its inception in the firm of Mayfield & Hay, organized in February, 1924. A general grain shipping and retailing business was done during the season that followed. The business outgrew the small facilities and the present company was formed in May of 1925, and incorporated in July. Much improving was immediately started on the 200 ft. of trackage the company purchased. The grade was raised to protect the property from water overflow during heavy rains. A very complete office building was constructed and a heavy duty wagon scale installed on solid concrete piers and foundations. Coal bins were built to hold between 10 and 12 carloads at a time.

The company specializes in high grade field seeds, especially of milo maize, kafir corn, hegari and feterita. Large quantities of red top cane seed, seeded ribbon cane, sudan and other sorghums are handled and the company looks forward to building up a substantial business in seed for southwestern farmers.



15,000-bu. Studded Elevator at Sudan, Tex.

Grain May Move from Canadian to U. S. Ports in U. S. Boats.

United States vessels at Canadian ports on Lakes Superior and Huron loaded with winter grain storage cargoes were forbidden to leave May 3rd unless bound for eastern Canadian ports to discharge.

This is the first time in history that the Canadian government has enforced the rule prohibiting American boats to take Canadian winter storage grain to ports of the United States.

The ruling was that these vessels must either discharge their cargoes at Canadian ports, or pay the duty provided in section 590 (B) of the customs tariff schedules. This section reads:

"Vessels built outside of Canada of any material, destined for use or service in Canadian waters (not including registered vessels entitled to engage in coasting trade, nor vessels in transit between Canada and any place outside thereof) must pay 25% duty on the fair market value of the hull, rigging, machinery, etc., on arrival in Canada."

The application of this section to the case in hand seems very obscure. However, the customs officers declare that these vessels came to the head of the lakes last autumn as storage boats with the understanding that the cargoes must be unloaded at Canadian ports. When the coastal laws are suspended and these boats come in, the government always includes in the suspension order a clause stating that these boats take advantage of the suspension on "condition that cargoes shall be unloaded at a Canadian port on the resumption of navigation next spring."

This clause has been included in the order for many years.

A number of sales had been made for delivery at American ports, and the order, if enforced, would have a serious effect on the business of Winnipeg shippers concerned.

After a meeting of the Lake Shippers' Clear-ance Ass'n, shipping interests and representatives of Canadian grain pools, a message was sent to Ottawa urging suspension of the order. The order was rescinded May 5.

Packaging Beans.

Hitherto the ultimate consumer has always purchased beans in bulk, but a movement has now been started to market beans in packages of small size such as the cartons used in selling rice and granulated sugar, both of which commodities formerly were sold exclusively in bulk.

A Michigan shipper is working out a plan to package the beans and to advertise the brand to the consumer. In a small way the experiment has been tried with success. It is not expected that the elevator operators will do the packaging, since the cost of advertising can be borne only by a concern handling a large volume.

In this connection it would be interesting to know what percentage of the bean crop is now consumed by bulk buyers such as canners, hotels and restaurants, and what percentage by the housewife, who would be the buyer of the smaller package in a neat box. Another question that arises is: are the housewives baking beans as formerly or are they buying them canned ready to eat? In this beans are about on a par with wheat flour, except that it is easier for the housewife to bake beans than to bake bread.

Changes in Proposed Barley Grades

Suggested by Chicago Dealers.

Preliminary to the hearing by the U. S. Dept. of Agriculture at Chicago May 3 the dealers interested in barley held a conference and were able to present to officials of the Department some well considered suggestions.

The Chicago dealers at the meeting objected to the government's exception of hull-less barley. It will probably be put into the sample grade barley, no specific grading for it being considered necessary.

The word "temperature" in Sec. 2 is defined as meaning the condition, whether warm or in cool, sweet condition.

Section 3 was considered O. K.

The government representatives intimated that a moisture test, in case of dispute, is considered necessary, but that it would probably not be made obligatory to inspect every car for moisture.

Test Weight—Local buyers want the exact weight in Winchester bushels, in fractions—that is, 43.6 or 43.7 or 43.8, as the case may be. This probably will be carried.

Dockage—Local traders talked against the dockage system, apparently making it clear that the country shipper will be the loser. They expect the different grain Dealers' Ass'ns to go on record against the dockage system.

Section 7 was approved.

Section 8, regarding other grains, was approved with the exception of the word "hull-less" barley.

The words "skinned barley" in Section 9 were objected to. Probably the words will be eliminated.

Section 10, with regard to heat damaged kernels, was approved.

Classes of barley from page 4 to page 7 inclusive were approved by the dealers present.

The classification of Western barley as on page 8 was considered O. K. except that it was suggested also to drop the word "fancy."

The following changes from page 9 of the Government's circular were suggested and are likely to be carried out. The changes may be noted by comparison with the Government's tentative grades as published on page 477 of the Grain Dealers' Journal for Apr. 25:

Geo. E. Thompson, chairman of the Chicago Com'te, and A. L. Somers handled the meeting and brot out a full expression of opinion.

After the meeting Mr. Somers, who is the oldest of the Chicago barley dealers, said:

"The trade left the meeting with the government officials under the impression that the dockage system in barley will not be adopted and that the No. 4 grade as outlined will be added to the tentative grades as proposed.

"The other changes recommended by the local barley trade are of lesser importance and yet quite essential, and the probability is that the government will be guided largely by the wishes of the barley trade of Chicago and the Northwest and that the different recommendations will be, in substance, adopted.

"The trade strenuously opposes the dockage system on the ground that the farmer and the country shipper will be the loser. Barley is a specialty handled by few in the trade, and dockage and the expense and delay necessary in the daily grading as a part of the federal inspection, is considered wholly unnecessary."

CLASS I BARLEY AND CLASS IV BLACK BARLEY.

Grade.	Condition and general appearance.	Min. test weight per bu.	Min. sound barley.	Maximum Limits of		
				Heat damage (barley and other grain).	Oats and wild oats.	Barley of other classes.
No. 1	Shall be of good color.....	48 lbs.	98%	1%	2%	5 (4%)
No. 2	Shall be slightly stained.....	46 lbs.	95%	2%	4%	10 (5%)
No. 3	Shall be stained.....	44 lbs.	90%	3%	6%	10%
No. 4	Shall be badly stained or slightly weathered.....	41 lbs.	85%	5%	9%	10%
No. 1 Feed	Badly weathered.....	40 lbs.	80%	10%	12%	10%
No. 2 Feed	Badly weathered or musty.....	37 lbs.	55%	20%	15%	20%

Sample Grade and lower notations, (1) to (5), inclusive, were substantially sustained.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Jonesboro, Ark.—A new firm, Keller Bros. Feed & Produce Co., recently opened here.

Piggott, Ark.—J. M. Myers, 75, a director of the Clay County Mill & Elevator Co., dropped dead of angina pectoris on Apr. 28 in his office.—P.

CALIFORNIA

Shafter, Cal.—The Shafter Growers Ass'n is out of business.

Merced, Cal.—Mail for the Merced Elevator has not been claimed.

Nord, Cal.—Mail for the Farmers Elevator Co. has been returned unclaimed.

Hanford, Cal.—The Lacey Milling Co. recently completed a brick and concrete office building.—I.

Pasadena, Cal.—A small fire loss was sustained by the Union Feed & Fuel Co. on Apr. 14.

Los Angeles, Cal.—Clarke H. Bradshaw, formerly engaged in the grain brokerage business on his own account, is now connected with the local firm of Smith & Scott.

CANADA

Kingston, Ont.—James Richardson & Sons, Ltd., announce that they will resume grain shipments through their local elevator.

Picture Butte, Alta.—The Ellison Milling & Elevator Co., Ltd., of Lethbridge, is having Voss Bros. construct a new 40,000 bu. elevator here.

Montreal, Que.—The Montreal Harbor Commission has reduced the grain insurance rate from 40c to 20c per \$100. This reduction was secured thru the efforts of the Montreal Corn Exchange Ass'n.

Manitow, Man.—The local Manitoba government elevator has been sold to Herbert Tucker, V. A. Parker, and James Larmour, according to an announcement made by Minister of Agriculture Prefontaine.

Kamsack, Sask.—Many small fires were started by lightning which struck the Pioneer Grain Co.'s elevator on Apr. 23. The spreading of the flames before the arrival of firemen was prevented by Mgr. C. J. Dixon, who ran three ladders to the elevator and up to the cupola where he smothered small blazes. The lightning bolt came during a spring shower and struck the metal roof of the elevator, which is the highest in the row of 5 elevators here. It shattered the spouts in the working house and melted wire and pipe lead in the building. Forty thousand bush. of grain were in the elevator, which has a 0,000-bu. capacity.

WINNIPEG LETTER.

Dr. Robt. McGill, sec'y of the Grain Exchange, was appointed to serve on the Canadian Govt. Commission which will investigate the demands of the maritime provinces that more western grain be sent thru the ports of St. John, N. B., and Halifax, N. S. At present this grain is being shipped thru United States ports.

The Saskatchewan Pool Elevators, Ltd., has awarded the contract for the construction of 12 country elevators to the Harper Construction Co., and another contract for the construction of 4 country elevators to Voss Bros. Estimates for the erection of 30 country elevators were called for recently, but the remainder of the contracts have not yet been awarded.

The Manitoba Wheat Pool has turned down the offer made by the United Grain Growers for a working arrangement in respect to the elevators owned by both organizations. The pool officials have made a counter proposition for the leasing or purchasing of the United Grain Growers' elevator facilities in Manitoba at a price to be fixed by arbitration. In case a deal is consummated, the pool will make an initial payment of not more than \$250,000. The pool has requested the United Growers to make a decision at their annual meeting in July.—P.

Minister of Agriculture Prefontaine has announced that the sale of 15 Manitoba government elevators to J. M. Wiley, of the Winnipeg Grain Exchange, for \$30,000 has been approved by the necessary orders-in-council of the provincial legislature. The elevators had been operating before the provincial government went into the elevator business and had only been acquired to connect the links in the government elevator chain. It was for this reason that these elevators were sold at such a low figure. This sale and the recent sale of 18 government elevators to the United Grain Growers is in accordance with the provincial government's plan to dispose of the entire system of elevators, of which 89 remain. The elevators involved in Mr. Wiley's purchase are located at Fallis, Silver Plains, Swan Lake, Grosse Isle, Mowbray, Larivière, Miami, Snowflake, Altomont, Napinka, Ninga, Rea, Rivers, Myrtle, and Shoal Lake.

Winnipeg, Man.—A new company, headed by James Stewart, president of the James Stewart Grain Co., here, has been organized to take over the Alberta Pacific Grain Co., Ltd. The new company, which will operate under the name of the latter, takes over the old firm's assets. In addition, it will purchase the 2,000,000 bu. terminal at Vancouver now owned by the Vancouver Terminal Grain Co., Ltd. An interior terminal of 250,000 bus. at Calgary, 319 country grain elevators, 166 country dwelling houses, and 226 coal sheds in the provinces of Alberta and Saskatchewan, will all be owned by the new concern. The combined value of fixed assets and investments to be acquired, with the net current assets, will total about 2½ millions of dollars. F. W. Riddell, who has been general mgr. of the Saskatchewan Co-op. Elevator Co., Ltd., will be the managing director of the new company, and the board of directors will include, in addition to Pres. James Stewart, C. W. Band, D. A. Campbell, Toronto; J. C. Gage, A. C. Michael, Winnipeg; and F. W. Riddell, Calgary. Financing is to be accomplished thru the issuing of \$3,000,000 of 7% cumulative redeemable preferred shares, with which will also go a bonus of Class "A" common shares of no par value. The shareholders of the old company are expected to receive approximately \$106 per share for the preferred and \$320 for the common stock.

COLORADO

Montrose, Colo.—The Montrose Flour Milling Co. has installed a Carter Disc Separator.

Hugo, Colo.—G. C. Bixler is the new mgr. of the Hugo Farmers Elevator Co., having succeeded Irvin Keena.

Hudson, Colo.—There is some talk of a loading warehouse for pinto beans, to be constructed here for the Trinidad Bean & Elevator Co. This fall. Plans are not yet completed.—Henry S. Krolop.

Hudson, Colo.—The Farmers Co-op Elevator went bankrupt and was sold at a sheriff's sale to Birchard of Lincoln, Neb., who leased it to Vinsonhale & McBride, who are operating the elevator under the management of W. W. McBride.

IDAHO

Lewiston, Ida.—Mail for T. A. Kemper has been returned unclaimed.

Stites, Ida.—The Loyalty Co-op. Creamery Co. is no longer in business.

Gooding, Ida.—The Gooding Mill & Elevator Co. is installing some new mixing and sacking machinery in its elevator.

ILLINOIS

Ashton, Ill.—Mail for C. C. Baker has been returned unclaimed.

Victoria, Ill.—The Farmers Elevator Co. has completed a new feed store.

Sharpsburg, Ill.—The Farmers Co. will install a corn sheller in its elevator.

Homer, Ill.—The elevator of J. C. Koehn was totally destroyed by fire recently.

Hillsdale, Ill.—The Hillsdale Co-op Co. has just installed a Kewanee truck lift.

Camp Point, Ill.—T. L. Oliver is improving his elevator and warehouse.—Frank M. Ward.

Peoria, Ill.—H. H. Binnister, old time member of the Board of Trade, died here on Apr. 8.

Geneseo, Ill.—We are contemplating the installation of a truck scale.—J. J. Guild & Son.

Allendale, Ill.—The Pioneer Grain Co. recently completed the construction of its new elevator here.

London Mills, Ill.—A Kewanee Truck Lift has been installed in the Farmers Co-op Elevator here.

Franklin Grove, Ill.—H. W. Dysart & Son have just completed painting their office and elevator.

Colusa, Ill.—John Gahle, of Adrian, has succeeded V. C. Brown as mgr. of the Farmers Elevator.

Patton (Mount Carmel p. o.), Ill.—A small elevator has been constructed here for the Pioneer Grain Co.

Manito, Ill.—Mr. Worner will replace Mr. Talbot as mgr. of the Manito Farmers Elevator on June 15.

Crescent City, Ill.—We expect to install a truck dump soon.—John Sterrenberg, Harlan & Sterrenberg.

Chebanse, Ill.—The Chebanse Grain & Coal Co. intends to make some improvements on its plant this spring.

Hindsboro, Ill.—We intend to install electric motors or a gas engine.—Fred F. Current, Mgr., Harper Grain Co.

Springfield, Ill.—We understand that the Peerless Mill Co. of this city is out of business.—John H. Lloyd & Co.

Princeton, Ill.—A. R. Peterson is the new mgr. of E. J. Feehery's local branch office, having taken charge May 3.

Manhattan, Ill.—We are putting in a concrete floor in our elevator here.—F. C. Lowrey, mgr., Manhattan Grain Co.

Watseka, Ill.—We plan installation of a new feed mill in our elevator soon.—H. W. Bell, mgr., Watseka Farmers Grain Co.

Jerseyville, Ill.—The Schattgen-Updike Milling Co. has put in a 20-h.p. electric motor in place of its old gasoline engine.

Barr Station (Cantrall p. o.), Ill.—The Fernandes Grain Co. is having S. E. Dyson repair its elevator and paint the elevator roof.

Frankfort, Ill.—We expect to install a mill for custom grinding some time this spring.—Henry Luhring, Frankfort Grain Co.

Astoria, Ill.—Roy Danner, mgr. of the Farmers Elevator, has just returned from a trip to his farm in South Dakota.—Frank M. Ward.

Andres (Peotone p. o.), Ill.—We will build some new coal sheds and make other improvements this spring.—Andres-Wilton Grain Co.

Fairmount, Ill.—Olaf F. Benson, former owner of the local elevator and mill, which have not been in operation for several years, died recently.

Lindenwood, Ill.—We expect to change our chain drive into a rope drive elevator.—Lindenwood Co-operative Exchange, Inc., H. Lew Mathre, Mgr.

La Fox, Ill.—The report that Potter Bros. will soon build a new elevator here is erroneous. They state that no elevator will be built this year.

Barry, Ill.—W. G. Hurt has secured the controlling interest in the Barry Milling & Grain Co. thru the purchase of the stock of M. B. King.

Mattoon, Ill.—W. E. Orndorff, of the Big Four Milling Co., bot the properties of the Ashbrook Milling Co. at a foreclosure sale recently.

Brisbane, Ill.—The elevator here which was formerly operated by the Brisbane Grain Co. and has been idle for several years has been torn down.

Trivoli, Ill.—V. C. Brown, formerly mgr. of the Farmers Elevator at Colusa, is the new mgr. of the Farmers Elevator Co. here, succeeding S. C. Van Horne.

Winchester, Ill.—We have recently installed a new Western Sheller with drag chain, complete.—J. H. Fuller, mgr., Winchester Farmers & Elevator Co.

Rockelle, Ill.—The Kennedy Cereal Mills resumed operations Apr. 30 after a forced shutdown of three days' duration, a high wind having blown down their large smokestack.

Ashkum, Ill.—We have just had lightning arresters put on our 150,000-bu. elvtr. We expect to paint all our buildings this summer.—George Comstock, C. H. Comstock & Co.

Mount Sterling, Ill.—Herman Laning, mgr. of the Mount Sterling Farmers Co-op. Co., is gradually improving from his operation for appendicitis that he underwent last month.—Frank M. Ward.

Oregon, Ill.—Some time ago I bot the old Cereal Mill building, next to our elvtr., and I am repairing it. It is a six-story building. I will put in a feed mill and other grinding machinery.—D. H. Doeden.

Martinton, Ill.—Max D. Pilotte, mgr. of the Martinton Grain Co., died suddenly at the Y. M. C. A. Hotel in Chicago on Apr. 19. J. B. Bittel, formerly of Lowell, Ind., has been secured to succeed Mr. Pilotte as mgr.

Morrisonville, Ill.—The Morrisonville Elvtr. Co., which bot our local elvtr., failed and closed down. The elvtr. will undoubtedly be sold either at a private sale or at auction.—Louis Johnson, Taylorville, Ill.

Jamalca, Ill.—Adam P. Eaton, mgr. of the Farmers Elvtr. Co., has resigned and is being succeeded by Mr. Arnold. Mr. Eaton is going to Allerton, Ill., where he will manage some elvtrs. that he and some associates own.

Tabor, Ill.—Lubkenbill & McBride have leased two elvtrs. at Tabor. The combined capacity of these elvtrs. is 150,000 bus. Leonard Burwell will be mgr. of the Tabor plant and Elmer Gehlbach will be in charge of the elvtr.

Strawn, Ill.—The Strawn Farmers Elvtrs., the one at Risk and the one here, have been sold to Tjardes Bros., who own the other elvtrs. at these points. The price paid for same was \$15,000. Mgr. Earl Keller, who has run these plants for the past 11 years, is no longer in charge.—Strawn Farmers Elvtr. Co.

Morrison, Ill.—The Farmers Elvtr. & Supply Co. is making extensive improvements. A third story has been added to its building to house the new corn graters and scalping reel. The receiving pit has been deepened and enlarged and new buckets and belts installed. The improvements are costing about \$4,000.

Delavan, Ill.—The Scale Dept. of the Illinois Grain Dealers Ass'n is again arranging to send its scale inspectors over the state via auto trucks. These inspectors, Joseph B. Sowa and Louis C. Sowa, are well and favorably known as scale experts and have been in the employ of the ass'n for years. One of the inspectors will be in each territory prior to harvest, equipped to test, adjust, and repair all makes of elvtr. scales (wagon, truck, hopper, or automatic). In order that all elvtrs. wishing scale inspection will be included in one of the regular trips, W. E. Culbertson, sec'y of the ass'n, has requested that elvtr. owners or mgrs. send in their applications to him now and they will get the scale work done at regular trip rates.

CHICAGO NOTES.

Louis S. Vehon, a member of the firm of M. L. Vehon & Co. and a member of the Board of Trade for the past 20 years, died from heart disease on May 1 at the age of 47. He is survived by his widow and two daughters.

J. Herbert Ware, formerly of this city, died in New York City on Apr. 28 at the age of 65. Mr. Ware and the late Edward Leland operated the old stock and grain firm of Ware & Leland, which was one of the largest in the trade at that time. He is survived by his widow, one son and three married daughters.

New members recently elected to membership in the Board of Trade are: Louis J. Weitzman, Ernest W. Saville, Otto Tomasek, Walter W. McKeon, Henry G. Campbell, and Sam S. Denman. Transfers: Estate of William S. Booth, George A. Hill, George E. West, Estate of James B. Johnston, Estate of Emile M. Larson, and Robert C. King. Posted for transfer: Estate of William Wittman. Applications for membership: William F. Wittman and Julius Isaac.

In connection with the alleged running of alcohol in the plant of the Chicago Grain Products Co., Augustine McCarthy, former prohibition agent who is under indictment for conspiracy to violate the prohibition law, and Harry Hirschberg, who was on the running board of an auto with a revolver in his hand, were arrested. McCarthy said he was an official of the Chicago Grain Products Co. and that he and Hirschberg were looking out for hijackers and clearing the way for a shipment of alcohol. McCarthy was allowed to go, but Hirschberg was charged with carrying concealed weapons.

Farroll Bros. have moved their offices from the main floor of the Board of Trade to the 5th floor of the Old Colony Life Bldg.

INDIANA

Lyons, Ind.—We are remodeling our local elvtr.—J. L. Morgan.

Sandborn, Ind.—There is a new elvtr. being built here.—J. L. Morgan.

South Wanatah, Ind.—The Farmers Elvtr. Co. recently completed a new warehouse.

Moran, Ind.—I have changed the name of my firm to Lefforge & Co.—Otto Lefforge.

Fairmount, Ind.—We are painting our mill and elvtr. and other buildings.—Chas. F. Naber & Co.

Elizabeth, Ind.—William Hildebrand intends to dispose of his mill and retire because of ill health.

Clymers, Ind.—We may put in a large grain drier here.—Hirsch Bros. Grain Co., Grass Creek, Ind.

LaFontaine, Ind.—The A. B. Martin Grain Co.'s new elvtr. is being built by the Reliance Construction Co.

Loggoote, Ind.—We have not yet made definite arrangements as to rebuilding our burned elvtr.—P. W. Walker & Co.

Emporia (Markleville p. o.), Ind.—The Markleville Grain Co. recently bot the elvtr. and business of the Emporia Grain Co.

Huntington, Ind.—Our elvtr. will not be sold. Some changes are being made in our organization.—Wasmuth Grain & Coal Co.

Centerton, Ind.—The Centerton Grain & Seed Co., incorporated; capital stock, \$15,000; incorporators, Charles H. Hackleman, Burt Finch, and Lorena Finch.

Chatterton (Pine Village p. o.), Ind.—The Davis Grain Co.'s elvtr. was completely destroyed by fire on Apr. 22. The fire occurred about 4 a. m.

Shirley, Ind.—W. S. Ham and T. H. New of Greenfield bot the Kirkpatrick Grain Co.'s elvtr. and are operating it under the firm name of the Shirley Grain & Fuel Co.

Gessie, Ind.—At a recent meeting of the stockholders of the Gessie Grain Co. it was decided to rebuild the elvtr. which was destroyed by fire and the contract for the construction of a new 15,000-bu. elvtr. has since been awarded to the Reliance Construction Co.

Indianapolis, Ind.—As to the rebuilding of our Indianapolis elvtr., recently destroyed by fire, would advise that we are now taking bids on this and should know within a week or so to whom the contract will be awarded.—F. E. Watkins, sec'y and treas., Cleveland Grain & Milling Co., Cleveland, O.

Shelbyville, Ind.—William Nading, 73, grain dealer and elvtr. operator for the past 52 years, died at his home here after a long illness. At the time of his death Mr. Nading operated elvtrs. at Greensburg, Fenn's Station, Lewis Creek, Prescott, Waldron, St. Paul and Adams, under the name of the Wm. Nading Grain Co. He is survived by his widow and four daughters.

Adamsboro (Logansport p. o.), Ind.—The local farmers, after trying to organize, were persuaded to go in with the Logansport Elvtr. Co. under promise of an elvtr. within one year. At the expiration of the year no elvtr. has yet been built and most of the farmers have withdrawn from the Logansport Elvtr. Co. and have dropped the project. At present we ship carload lots in season but have no storage, simply loading into the cars direct.—H. R. Rea.

Bourbon, Ind.—It is reported that the Bourbon Elvtr. will be reopened. It has been repaired in some ways and the owners are endeavoring to sell it to some other party to operate.—R. E. Whisman. (Mail for the Bourbon Elvtr. & Milling Co., former owners and operators of the plant, is undeliverable as the company is no longer in existence. The officials of the First State Bank of Bourbon are associated with the persons in charge of the remodeling of the elvtr.)

IOWA

Gilbert, Ia.—I am the new mgr. of the Gilbert Grain Co.—B. E. Peterson.

Rogers (Central City p. o.), Ia.—I am out of the grain elvtr. business.—Edw. G. Kinse.

Rock Rapids, Ia.—The Quaker Oats Co. recently bot the Davenport Elvtr. Co.'s property here.

Klemme, Ia.—The North Iowa Grain Co. is making extensive improvements on its elvtr.

Parkersburg, Ia.—Harry H. Foote, 58, former local grain dealer, died Apr. 22 at Des Moines.

Callender, Ia.—The elvtr. of the Callender Grain Co. was slightly damaged by fire on Apr. 22.

Scranton, Ia.—The Farmers Elvtr. Co.'s elvtr. has recently been painted and reroofed by the Younglove Construction Co.

Reinbeck, Ia.—Moeller & Walter's elvtr., a carload of coal were destroyed by fire recently, with a loss of \$10,000.

Norway, Ia.—Reorganization and reincorporation of the Farmers Elvtr. Co. is assured over \$5,000 in stock having been sold.

Griswold, Ia.—S. A. Pemberton has completed the erection of his new feed mill building and the new machinery is installed.

Wapello, Ia.—The Farmers Elvtr. & Exchange is erecting a new smokestack and making other repairs and improvements.—Frank M. Ward.

Toluca, Ia.—At a recent meeting of farmers elvtr. directors, representing five cities in this vicinity, it was decided that free storage should not be allowed for over 60 days.

Garvin, Ia.—Lamb Bros., of Tama, bot the Garvin Farmers Elvtr. Co. properties at a receiver's sale for \$12,500 altho the valuation was set at approximately \$50,000.

Orient, Ia.—Johnson & Tuttle are building a new concrete mill house and installing a large size hammer mill with a 40-h.p. distillate engine for power.—Frank M. Ward.

Klemme, Ia.—We are remodeling our elvtr. putting in a new driveway with a Globe Combination Wagon and Truck Dump, and new coal sheds. J. L. Williams is doing the work.—L. G. Gimer.

Blencoe, Ia.—A new modern office building of hollow tile will be built by the Blencoe Farmers Elvtr. Co., according to Mgr. Chas. Barnes. Its location is to be more centralized. The company controls both elvtrs. now.

Cedar Rapids, Ia.—Gordon Fennell, sec'y of the Corno Mills Co. which is a subsidiary of the local Three Minute Cereals Co., is moving here from East St. Louis, Ill., in order to be in close touch with the parent company.

Adel, Ia.—G. A. Kent, of Indianola, bot the elvtr., flour mill and business of George Kent, owner of the Adel Mill & Elvtr. Co. Mr. Kent and his associates intend to build a large warehouse and then to reopen the elvtr. for the buying and storing of grain.

Voorhies, Ia.—A coal stove explosion was the cause of Ed Mullen being burned about the face and hands recently. Mr. Mullen, who is the mgr. of the Farmers Elvtr. Co., is recovering in St. Francis' Hospital at Waterloo, Ia. His place is being taken temporarily by Carl Hulse.

Shell Rock, Ia.—G. W. Apfel recently purchased the east side mill of the Shell Rock Grain & Milling Co. and will take over the property June 1. He intends to make extensive improvements. Following the retirement of F. Brown, owner of the company, the mill was leased to Will Ross.

Ames, Ia.—L. E. Munsinger, 42, a prominent local grain broker, died Apr. 21 at his home from asphyxiation by illuminating gas which escaped from an unlighted gas heater. Mr. Munsinger was formerly sec'y of the Ames Grain & Coal Co. He is survived by his wife and little daughter.

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Fairfax, Ia.—Farmers Co-op. Grain Co. incorporated; capital stock, \$10,000; incorporators, Frank Bellon, John J. Buresh, and James Wilson.

Laurens, Ia.—Dr. J. J. and R. C. Booth of Marion closed a deal Apr. 28 for the Cannon & Tjossem Elvtr., possession to be given sometime before June 1. R. C. Booth expects to have charge of the elvtr. He has had several years' experience. His uncle is connected with Lamson Bros. & Co.

Arlington, Ia.—The Farmers Elvtr. here suspended business Apr. 26 and will remain closed until after stockholders can gather to formulate some plan of re-organization. A meeting held earlier in April for this purpose, failed. Tho the company has been successful, the farmers' interests seems to have waned.

Hawkeye, Ia.—Thirty-three carloads of grist have been ground at the feed mill of the Farmers Elvtr. Co. here since Jan. 1, according to T. A. Pfund, mgr. of the company. The mill has earned \$1,697.77 for this amount of work. This is an exceptional showing for a sideline and merely shows how an elvtr. company may increase its earnings.

Reinbeck, Ia.—Fire totally destroyed the Moeller & Walter Lbr. Co.s grain elvtr. here May 3. The fire was discovered at 5 a. m. The insured loss is placed at \$10,000. Much damage was done to the lime shed, feed storage warehouse, cement house, and other buildings adjoining. Some stored oats, barley and corn awaiting shipment were lost.

Des Moines, Ia.—E. H. Day, trustee in bankruptcy, and the Central Iowa Grain Co. are the defendants in a suit brot by L. A. Andrew, state supt. of banking and receiver for the defunct Commercial Savings Bank, to foreclose a mortgage for \$25,000 and 7% interest from Sept. 1, 1922. The grain company refused to pay the mortgage which was held by the defunct bank.

Allison, Ia.—At a recent meeting the stockholders of the Farmers Co-op. Elvtr. Co. voted 32 to 29 to continue in operation and they also decided that those who were in favor of continuing the elvtr. should buy the stock of those who wished to withdraw. The number of stockholders wishing to sell so outnumbered the prospective buyers that the matter of reorganization has been dropped and the elvtr. will probably be sold at a public auction.

Des Moines, Ia.—The idle plant of the Iowa Corn Products Co. was recently leased to the D. Sherman Grain Co., of Omaha. The grain salvaged from the fire-wrecked plant of the Trans-Mississippi Grain Co.'s elvtr. at Council Bluffs will be brot here for reconditioning by the Sherman company, according to T. W. Waxman, sec'y of the company, who is directing the preliminary work at the plant which will be operated 24 hours a day in the future. Improving the damaged grain will take about 60 days. E. E. Delp, head of the Delp Grain & Feed Co., will be mgr. of the local plant. The lease provides that the Sherman company may buy the elvtr. within a specified time. It has 125,000 bus. capacity.

KANSAS

Caldwell, Kan.—The Consolidated Flour Mills Co. is enlarging its local storage plant.

Lenexa, Kan.—The Lenexa Co-op Co., whose elvtr. burned last Dec., is no longer in business.

Rozel, Kan.—O. C. Glenn, mgr. of the Union Grain Co. for the past 13 years, has resigned and moved to Haviland.

Warwick (Republic p. o.), Kan.—Dan Rickel's elvtr. is being overhauled and new machinery is being installed.

Hutchinson, Kan.—Clyde A. Truedell was elected to membership in the Board of Trade on a transfer from A. W. Estes.

Anthony, Kan.—The A. B. Minshall Grain Co. has been purchased by A. W. Steen of Meade who has already taken possession.

Plainville, Kan.—M. T. Bair bot the elvtr. and mill of the Plainville Mill & Elvtr. Co. at a receivership sale and paid \$8,500 for it.

Saffordville, Kan.—We are removing our wagon scales from our elvtr. and placing them in front of our office.—Reitrich & Ablay.

Newman, Kan.—The local elvtr. was recently purchased by J. J. Merillat, of Silver Lake, who will install electric power.—J. J. Merillat.

Lyons, Kan.—Fred Long, proprietor of the Lyons Ice Co., has bot an interest in the Central Kansas Milling Co. and has been elected a director.

Dodge City, Kan.—G. W. Glenn is the mgr. of the Farmers Elvtr. Co.

Brainerd (Whitewater p. o.), Kan.—The elvtr. which Howard and Frank Brainerd bot here recently is being operated under the firm name of the Brainerd Elvtr. Co.

Arlington, Kan.—We have bot and are installing a gravity truck dump. Will spout for gravity car loading instead of using mechanical loader.—Arlington Elvtr. Co.

Salina, Kan.—B. I. Litowich was appointed by the court as receiver of the properties of the Weber Elvtr. Co., which include a large elvtr. and a line of small country elvtrs.

Salina, Kan.—John Pickeril has succeeded Jess B. Neuhauser as mgr. of the Western Star Milling Co. Mr. Pickeril was formerly with the Consolidated Flour Mills at Hutchinson.

Grantville, Kan.—J. J. Merillat, of Silver Lake, bot the local elvtr. and will convert it into a 40,000-bu. corn handling plant. Electric power will be installed.—J. J. Merillat, Silver Creek.

Hutchinson, Kan.—R. W. Vance has gone into partnership with Roy Cunningham, formerly of the Southwest Grain Co., and they are operating under the name of the Cunningham-Vance Grain Co.

Coffeyville, Kan.—Clarence Allan has resigned from the Rea-Patterson Milling Co. and has gone into partnership with William Grigg under the firm name of the Coffeyville Grain Products Co., succeeding the Grigg Grain Co.

Hutchinson, Kan.—Lee Collingwood, mgr. of the Collingwood Grain Co., was elected to membership in the Board of Trade on a transfer from R. C. Moore, formerly of the Collingwood-Moore Grain Co., who has purchased an elvtr. at Greensburg.

Leavenworth, Kan.—Fire destroyed the Cranston Liggett Grain Co.'s two warehouses on Apr. 29 with a \$40,000 loss. The fire was discovered at 11 a. m. and the firemen fought it for several hours before getting the blaze under control.—P.

Great Bend, Kan.—Joseph Brada, former head of the grain dept. of the Walnut Creek Milling Co., bot an interest in the Southwestern Grain at Hutchinson and has moved there. The Walnut Creek Milling Co. writes: "The new mgr. of our local elvtr. will be E. E. Burris, succeeding Mr. Brada."

Hutchinson, Kan.—Joseph Brada, who for the last 18 years has been connected with the Walnut Creek Milling Co., of Great Bend, Kan., the last 6 years as mgr. of the grain dept., is now associated with us as sec'y and treas. He has been interested in our company for the past year.—W. C. Fuller, pres., Southwest Grain Co.

KENTUCKY

Lexington, Ky.—Owing to street extension it will be necessary for us to remove one of our elvtrs. It is a 30,000-bu. crib construction elvtr. which we will move as a whole a distance of about 200 ft.—W. B. Talbert, pres., Blue Grass-Elmendorf Grain Corp.

Harrodsburg, Ky.—On May 1 Clai Coleman & Sons, of Burgin, leased the grain elvtr. and equipment of the Cogar Grain & Coal Co. for a term of years and will run the business along the same lines that it has been operated upon in the past.

Carlisle, Ky.—The Carlisle Milling Co. has been placed in the hands of a receiver. U. M. Swinford has been named as receiver. The milling property will be sold at public auction at the Court House here on Thursday, May 20.—U. M. Swinford, receiver, Carlisle Milling Co.

Cynthiana, Ky.—Fire, which started about 9:15 p. m. on Apr. 13, destroyed the two upper floors of the three-story warehouse of the Crown Jewel Milling Co. Ninety-five sacks of salt, 5,000 grain sacks, 700 bus. of oats, a large amount of shipstuff and feed, harness, and an electric elvtr. were also destroyed. The loss on the building is estimated at \$5,000 and on the stock and equipment at \$2,000. Only \$2,500 insurance was carried.

MARYLAND

Baltimore, Md.—The Northern Central Railroad Co. has appealed to the state tax commission to reduce the municipal tax assessment of \$3,867,000 which the City of Baltimore levied on the company's export grain elvtr. at Canton. The commission has taken the matter under advisement.

Baltimore, Md.—David M. Hershey of York, Pa., has applied for membership in the Chamber of Commerce.

Baltimore, Md.—Thomas H. Seal, Baltimore & Ohio Railroad local elvtr. agt., has completely recovered from his recent illness and is back at his office again.

MICHIGAN

Detroit, Mich.—F. J. Simmons & Co. are no longer in business.

Owosso, Mich.—We are building a new terminal elvtr.—Lewellyn Bean Co.

Nashville, Mich.—H. C. Glasner, not C. H. Glasgow, as reported, is the new mgr. of the Nashville Co-op. Elvtr. Ass'n.

Eau Claire, Mich.—A small fire was recently discovered in the Farmers Elvtr. Ass'n elvtr. here but was extinguished without loss. The night before a fire was found in the co-operative building and this, too, was put out before it had a chance to spread.

Marcellus, Mich.—The American Trust Co. of South Bend has brot suit against the Marcellus Milling Co. for the payment of notes amounting to \$15,432, which are secured by a mortgage, and bills of sale for \$3,661.30. The court has been asked to appoint a receiver as the plaintiff asserts that the milling company is indebted to other sources to such an extent that a receiver is necessary.

MINNESOTA

Hope, Minn.—The Speltz Grain & Coal Co. will rebuild its elvtr. which recently burned.

Herman, Minn.—The Herman Market Co. bot a 19-bin Gerber Double Distributing Spout from R. R. Howell & Co.

Dalton, Minn.—Cyrus Synstelin and Victor Spitzburg just purchased the feed mill formerly operated by the Melby Bros.

Duluth, Minn.—Robert S. Wilson, 53, mgr. of McCarthy Bros., died suddenly from heart trouble at his home recently.

St. Clair, Minn.—The Commander Elvtr. Co., of Minneapolis, now owns and operates the old Farmers Elvtr. Co.'s elvtr.—H.

Holt, Minn.—W. G. Thompson resigned as mgr. of the Farmers Elvtr. recently. J. A. Sorum is his temporary successor.

Huntley, Minn.—The Hunting Elvtr. Co. is now operating a feed mill here and has also installed a Strong-Scott Dump Scale.

East Grand Forks, Minn.—The Farmers Elvtr. Co. is having the T. E. Ibberson Co. install a new 18-bin Gerber Double Distributing Spout.

Amiret, Minn.—The directors of the Farmers Elvtr. Co. have selected Leo Paradis to succeed William Van Sadlehoff as mgr. of the company.

Comstock, Minn.—The Farmers Elvtr. Co. has purchased a 14-bin Gerber Double Distributing Spout from the Hickok Construction Co. which will install it.

Bird Island, Minn.—Charles Kenning, 76, a very active worker for the Minnesota Farmers Grain Dealers Ass'n, died at his home on Apr. 17. He was pres. of the organization in 1921-22 and was a director for several years. Mr. Kenning is survived by 17 children.

Hazel Run, Minn.—The Hazel Run Produce Co. has awarded the T. E. Ibberson Co. the contract for a new 20,000-bu. elvtr. It is to be set on a solid slab foundation with heavy steel reinforcing thruout. The elvtr. will have 12 bins and two legs equipped with 11x6-in. buckets. Two Link-Belt Head Drives will furnish the power. Fairbanks-Morse enclosed type motors will be used on the heads and compressors. There will be a 2,000-bu. Richardson Automatic Scale in the cupola for shipping purposes. A Link-Belt Manlift to give access to the cupola will also be installed. A 10-ton Fairbanks Scale with a dump installation will be put in. A large, up-to-date office with a reinforced concrete vault will be built. The entire elvtr. is to be iron clad.

MINNEAPOLIS LETTER.

William A. Crossman, sec'y of the Osborne-McMillan Elvtr. Co., died Apr. 23 at the age of 59. He had been with the elvtr. company for 23 years. Mr. Crossman is survived by his widow, a son and three daughters.

Minneapolis, Minn.—William J. North, a well known figure in grain marketing circles of the northwest for the past 25 years, has been appointed mgr. of this branch office of James E. Bennett & Co. He succeeds E. L. Brown. F. P. Beaupre will continue as floor representative.

MISSOURI

Salisbury, Mo.—The Farmers Elevator Co. would not accept the resignation of S. J. Leach as mgr.

Centertown, Mo.—The mill site of the Mahon Milling & Elevator Co. is to be sold at public auction.

Iantha, Mo.—F. W. Albee has succeeded George Wolfe as mgr. of the Iantha Producers Grain Co.

Shannondale, Mo.—Morris Wright is the new mgr. of the Shannondale Farmers Co-operative Elevator Co.

North River, Mo.—The Knollenberg Milling Co., of Quincy, will not rebuild its burned elevator here at present.

Lexington, Mo.—W. P. Aull, a veteran grain man and member of the firm of Aull & Co., died on Apr. 26 after a year's illness.

St. Peters, Mo.—Have just finished giving our entire plant three coats of paint.—E. Marheineke, mgr., Farmers Co-operative Elevator Ass'n.

Princeton, Mo.—Our partnership was dissolved. The owners now are Ed Kauffman and Joe Coon, with same firm name.—Princeton Elevator Co.

Butler, Mo.—The office building of the Farmers Elevator Co. was badly damaged Apr. 26 by a fire on the roof, originating presumably from a locomotive spark.

Wellsville, Mo.—Leader Milling & Elevator Co., formerly the Wellsville Milling Co., incorporated; capital stock, \$20,000; incorporators, W. A. McMain, Ed Knipfl, Sam Woods, E. D. Scott, John H. Reed, Dan Mills.

Joplin, Mo.—John W. Boyd and Harry Boyd have bot the interests of P. C. Pate, pres. of the Boyd-Pate Milling Co., and his son, Harry, in the Boyd-Pate company. Mr. Pate and his son have entered the investment business.

Ludlow, Mo.—I have just finished raising my elevator, another story, and have completed a feed room. Also installed a new set of feed rolls. Will handle grain and mill feeds of all kinds.—G. C. Boggs, proprietor, Ludlow Grain & Elevator Co.

St. Joseph, Mo.—The Grain Belt Mills Co.'s warehouse was destroyed by fire on Apr. 21 with a loss of about \$125,000, all covered by insurance. The fire was discovered about 6 p. m. The warehouse, a corrugated iron covered building, 230 ft. x 70 ft., contained a large quantity of hay at the time.

St. Joseph, Mo.—We have leased the Buchanan Elevator, with 1,000,000 bus. capacity, located on the Union Terminal Railway tracks. R. E. Weise of Omaha, Neb., will be mgr. of our St. Joseph office and will conduct a general grain business for us.—Trans-Mississippi Grain Co., Omaha, Neb.

St. Joseph, Mo.—We discontinued business on Apr. 30. Mr. Niedorp having other business to occupy his entire time, is leaving the grain business.—Niedorp Grain Co. E. A. Gumbert, who has been managing the company for the past two years, writes: "I wish to inform my many friends of the grain trade that since May 1 I have been in charge of the coarse grain dept. of the Dannen Hay & Grain Co. of this city."

KANSAS CITY LETTER.

The Missouri River Alfalfa Milling Co. sustained a loss of \$2,100 when a fire damaged the contents of the company's warehouse on Apr. 10.

The Continental Grain Co. of New York, exporters of wheat to Europe, intend to open a buying agency here with Sam Carlisle, formerly of Omaha and St. Louis, in charge of the office.

The Board of Trade memberships of T. B. Armstrong and B. M. Huffine have been sold to S. S. Carlisle and S. Mayer of the Continental Grain Co. The memberships sold for \$10,500 and \$12,000.

Ferdinand C. Kath, L. A. Arneson and E. R. Freeman have resigned as pres., vice-pres., and director, respectively, of the Larabee Flour Mills Corp. in order to make way for the general reorganization of the company, which B. B. Sheffield bot a short time ago. Mr. Sheffield will be the new pres. of the corporation.

ST. LOUIS LETTER.

Julius Schuermann has been elected to membership in the Merchants Exchange on a transfer from John M. Jones.

M. W. Cochrane, mgr. of the grain commission dept. of the Nebraska Consolidated Mills, and a former pres. of the St. Louis Merchants Exchange, died suddenly at Omaha on Apr. 24. He is survived by his widow and one daughter. Burial took place at this city.

East St. Louis, Ill.—Gordon Fennell, sec'y of the Corno Mills Co., which is a subsidiary of the Three Minute Cereals Co., is moving to Cedar Rapids, Ia., the headquarters of the latter company. The officers of both companies are identical and the increase in their business makes it necessary that the executive personnel be at the headquarters of the parent company. Mr. Fennell will be in Cedar Rapids by the latter part of this month.

MONTANA

Big Timber, Mont.—We may construct additional storage this summer. We have not definitely decided yet.—Big Timber Milling Co.

Opheim, Mont.—The Farmers Elevator Co. incorporated; capital stock, \$25,000; John L. Mason, pres.; Chas. H. Reed, vice-pres.; A. T. Olson, sec'y and treas. A 35,000-bu. elevator will be built as soon as a suitable site is secured.

NEBRASKA

Scribner, Neb.—The Farmers Co-op. Mercantile Co. is going to erect a new two-story lumber shed.

Albion, Neb.—The Albion Mills are now owned by William Harrington but are not in operation.—G. W. Thompson.

Warwick, Neb.—Mail for Dan Rickey, who is reported to have purchased a local elevator, has been returned unclaimed.

Stratton, Neb.—It is reported that the Farmers Co-op. Co. will build a 15,000-bu. elevator in time for handling the new crop.

Raymond, Neb.—M. J. Drescher has been succeeded as mgr. by Melvin L. Robb, formerly mgr. of the Farmers Elevator Co. of Ruby.

Milligan, Neb.—Construction work was recently started on the 40,000-bu. all-metal elevator of the Barstow Grain Co. of Lincoln, Neb.

Hildreth, Neb.—Thomas Kelly of Republican City bot the Hildreth Roller Mills and intends to move the plant back to Republican City.

Ruby (Milford p. o.), Neb.—Walter Robb is the new mgr. of the Farmers Elevator Co., having succeeded his brother, Melvin L. Robb, who is now mgr. of the Raymond Co-op. Grain Co. at Raymond.

Crawford, Neb.—We have leased the Norman Elevator (known as the Crawford Elevator) and are operating it. We have not doubled our stock as was reported. The plant was leased with the provision that it would be put in shape and a wagon dump installed. A conveyor has been purchased. We shall also install a dockage tester soon.—E. H. Toomey, D. J. Toomey Milling Co.

OMAHA LETTER.

The F. J. Taylor Grain Co. has moved its offices to the 7th floor of the Grain Exchange.

R. A. Collier, our grain dept. mgr. at our Grand Island, Neb., mill, will have charge of our consignment dept. at Omaha for the present.—A. R. Kinney, pres., Nebraska Consolidated Mills Co.

M. W. Cochrane, mgr. of the grain commission dept. of the Nebraska Consolidated Mills and a member of the Omaha Grain Exchange, died here on Apr. 24. The Grain Exchange was closed from 10 to 10:30 a. m. on Apr. 28 as a tribute of respect to his memory. Mr. Cochrane was 57 years old and had been in the grain business here for 14 years. Previous to his residence here, Mr. Cochrane was pres. of the St. Louis Merchants Exchange, and before that he conducted a grain business at Wilber, Neb. He is survived by his wife and one daughter. Interment took place at St. Louis.

BUCKETS



Our line of Grain Elevator Buckets is complete.

We carry a complete line of Grain Elevator Machinery.

American Machinery & Supply Co.
Omaha, Nebr.

Howe Scales

Kewanee Dumps

Council Bluffs, Ia.—Two planks became dislodged from the scaffolding some 60 ft. above the ground during the course of repair work now being carried on at the Trans-Mississippi elevator. As Marion Davenport, a colored workman, dodged one plank the other struck him on the head. He will recover.

NEW ENGLAND

Boston, Mass.—L. Williams has become associated with Clark, Childs & Co. as mgr. of its grain department.

North Adams, Mass.—The North Adams Flour & Grain Co. has broken ground for a coal elevator on the B. & M. main line tracks.

East Hartford, Conn.—Stowe & Olmstead, dealers in feed, grain and flour, will rebuild their plant, warehouse and sheds which were recently destroyed by fire.

Swampscott, Mass.—Ralph H. Pevear, local grain dealer, was found dead in his room at the Grand Hotel in Ottawa, Canada, where he was visiting, recently. He is survived by his wife.

Boston, Mass.—The directors of the Grain & Flour Exchange elected William H. Chandler, transportation mgr. of the Merchants Ass'n of New York City, as honorary member in the Exchange. This was in recognition of the work Mr. Chandler had done for the Boston Exchange while he was the transportation mgr.

Plantsville, Conn.—Mehmel & Sarvi bot the Atwater Mills from the Southington Bank & Trust Co., administrators of the estate of the late Thomas B. Atwater, who owned them up to the time of his death. The mills have been in the hands of the Atwater family for 160 years and this was the first transfer of them to individuals outside of the family. Mehmel & Sarvi have been conducting a grain and supply business on the premises for the past few months. They paid approximately \$15,000 for the properties, according to reports.

NEW MEXICO

Solano, N. M.—The Farmers Elevator is not in operation.—J. F. Hernandez.

Abbott, N. M.—The McKee Mercantile Co. is out of business. Mr. McKee is doing business in Tucumcari.—H.

NEW YORK

Pittsford, N. Y.—A tile tank is being erected in place of the one that collapsed Mar. 3 at the plant of the Victor Flour Mills, Inc.

Albion, N. Y.—Martin W. Tilden, 81, pioneer American bean king, died recently at his home here. Tilden was a Civil War contractor who supplied beans for the Union Army. Ten years after the war he cornered the bean crop and boosted the price to \$2 a bu., thereby cleaning up a 200% profit. Later he taught the American farmer how to sow beans correctly and it is thru him that the American bean crop has reached its present enormity.

BUFFALO LETTER.

We recently moved from the White Bldg. to the Chamber of Commerce to be near the heart of the grain trade.—Lesson Grain Co., Inc.

On Apr. 27 the Corn Exchange elected William J. Heindol, pres., H. W. Hudson, vice-pres., and W. E. Townsend, treas. for the ensuing year. Fred E. Pond, who is appointed by the directors, will continue as sec'y. Harold E. Tweeden was elected to succeed the late E. M. Husted as director.

The Transit Forwarding Co. of Buffalo recently bot the 750,000-bu. concrete Wheeler Elevator here. Daniel L. Sprissler is mgr. of the Transit company, which specializes in forwarding grain by canal and rail. The Wheeler Elevator has facilities for handling the largest lake freighter afloat and in addition has excellent rail facilities.

NEW YORK LETTER.

The Board of Managers of the New York Produce Exchange has forbidden the Chase Commercial Corp., which is a subsidiary concern of Foster & Co., from doing business with any members of the Exchange.

In July the Produce Exchange will resume trading in grain futures with Buffalo as the delivery point under New York contracts after a suspension since the outbreak of the World War. The announcement by the Exchange further states: "The local trade can see no reason why New York should not again resume its former position as a leading grain center."

John W. Reyecroft, cashier of the Produce Exchange, returned to his duties last week after having been at home as the result of a nervous breakdown last December. Mr. Reyecroft has been connected with the Produce Exchange for the past 40 years.

NORTH DAKOTA

Fredonia, N. D.—The Farmers Elevtr. Co. is reorganizing and selling stock.

Wyndmere, N. D.—J. L. Olson is the new mgr. of the Farmers Elevtr. Co.

McClusky, N. D.—E. H. Wahl is reported as having bot the Gackle Co.'s elevtr.

Buffalo, N. D.—The Farmers Elevtr. Co. has joined the Farmers Grain Dealers Ass'n of North Dakota.

Tappan, N. D.—The Equity Elevtr. Co. is now a member of the Farmers Grain Dealers Ass'n of North Dakota.

Fryburg, N. D.—We have bot the Fryburg Farmers Co-op. Elevtr. Co. A. E. Erickson is the mgr.—Independent Grain Co.

Forbes, N. D.—A. E. Pearson has reconsidered his recent resignation and is again mgr. of the Forbes Elevtr. Exchange.

Falkirk, N. D.—We bot the Dodge Elevtr. Co. plant here. We recently sold our plant at McClusky.—Otto L. Schulz, Schulz Grain Co.

Ashley, N. D.—The Drews Elevtr. Co. is having a Strong-Scott Dump with a sleigh attachment installed by the Hickok Construction Co.

Edinburg, N. D.—Palmer Swensrud, son of the late A. E. Swensrud, is the new mgr. of the St. Anthony & Dakota Elevtr. Co.'s local elevtr.

Havana, N. D.—The Farmers Co-op. Grain Co. is having the T. E. Ibberson Co. install a 16-bin Gerber Double Distributing Spout with a steel spout frame.

Strasburg, N. D.—Installation of a Strong-Scott Dump and other repair work will be done in the local elevtr. of the Liberty Grain Co. by the Hickok Construction Co.

Sheldon, N. D.—The Farmers Elevtr. Co. is having the Hickok Construction Co. install a Strong-Scott Dump, build a new elevtr. foundation, and make other repairs.

Harwood, N. D.—The Harwood Farmers Elevtr. Co. is having the Hickok Construction Co. install a 19-bin Gerber Double Distributing Spout with steel spout frame.

McClusky, N. D.—We sold our elevtr. here to E. H. Wahl. He will operate it as the E. H. Wahl Grain Co. We bot the Dodge Elevtr. Co. plant at Falkirk, N. D.—Otto L. Schulz, Schulz Grain Co.

Sheyenne, N. D.—The Sheyenne Elevtr. Co. has purchased a 24-bin new Gerber Double Distributing Spout with steel spout frame for its 45,000-bu. elevtr. which the T. E. Ibberson Co. is erecting.

Van Hook, N. D.—The Woodworth Elevtr. Co. of Minneapolis bot Johnson & Westlie's elevtr. here. H. H. Westlie is no longer with the firm but Mr. Johnson has retained an interest and will remain as mgr. of the elevtr.

Englevalle, N. D.—A Strong-Scott Pneumatic Dump with sleigh attachment and grates will be installed and some repair work will be done in the plant of the Englevalle Farmers Elevtr. Co. by the Hickok Construction Co.

Norma, N. D.—The Farmers Co-op. Elevtr. Co. has awarded the contract for the construction of a 40,000-bu. elevtr. here to the Hickok Construction Co. The old elevtr. is to be wrecked and the new one will be completed by next fall.

Grafton, N. D.—H. B. Eggers, pres. of the Grafton Roller Mills, died here Apr. 23. Mr. Eggers first opened a flour commission business in St. Louis in 1874. Since that time he has been actively engaged in the milling field. Mr. Eggers is survived by a son.

Reynolds, N. D.—The Supreme Court of North Dakota has decided in favor of the Reynolds Farmers Elevtr. Co. in the suit brot by J. C. Vincent to recover for grain sold by a tenant. The court held that the lease, which was oral, did not reserve title to the crop.

Bismarck, N. D.—That members of the Board of Railroad Commissioners shall be elected every six years instead of every two years, with the exception of one member of the board, who shall continue to be elected every two years, is set forth in a proposed amendment to the constitution of the State of North Dakota which will be voted upon by the residents of the state at the primary election in June.

Bucyrus, N. D.—Construction of a new elevtr. has been started here.

Barlow, N. D.—The Barlow Grain & Stock Exchange is having the T. E. Ibberson Co. build a large iron clad elevtr. The building will be 32x39 ft. with 63 ft. cribbing. It will be constructed on a slab foundation with 22 bins, two legs, Link-Belt Boot Tank, 11x6-in. Salem buckets, Richardson Automatic Scale, and a 15-h.p. type Z Fairbanks-Morse Engine. The shafting on the heads will have Hyatt Roller Bearings.

Sanish, N. D.—Joseph C. Folven has let the contract for the erection of the Sanish Farmers Elevtr. Construction work has already been started. The elevtr. will have a 30,000 bus. capacity with 18 bins and cross work floor plan. It will have two legs with a Gerber Sliding Distributor, and will be further equipped with a 10 bu. Richardson automatic scale, disc cleaner, Strong-Scott Dump, and Fairbanks 10-ton Wagon Scales; and a 25-h.p. engine.

Watford City, N. D.—The Farmers Co-op Elevtr. Co. switched over to electric motors recently and started its new attrition feed mill. The directors have also instructed Joseph C. Folven, the mgr., to have the Hickok Construction Co. install a Gerber sliding distributor and rebuild the elevtr. head and spouting. Mr. Folven intends to leave the elevtr. in A-1 condition for his successor. (As reported in a recent issue of the Journal, Mr. Folven is building an elevtr. at Sanish, which he will own and operate under the name of the Sanish Farmer Elevtr.)

OHIO

Cumberland, O.—W. N. Petty's elevtr. burned Apr. 17.

Ashville, O.—Grove & Rhodes have purchased a Sidney Sheller.

Sidney, O.—The Sidney Grain Co. is installing a Sidney Vertical Mixer.

McComb, O.—The McComb Farmers Co-op. Co. is repairing its elevtr.

Brown (New Carlisle p. o.), O.—J. B. Studebaker is installing another Sidney Sheller.

Eldorado, O.—A. W. S. Locke is installing a Sidney Combined Corn Cracker and Grader.

Worthington (Payne p. o.), O.—I have installed a Dreadnaught 18 in. grinder in my elevtr. here. —W. S. Bricker.

Mortimer (Findlay p. o.), O.—John Shuler has succeeded W. O. Smith as mgr. of the Mortimer Grain & Supply Co.

Cincinnati, O.—Walter Hopkins of the Mutual Commission Co., who was married Apr. 7, has returned from a honeymoon in the east.

Kent, O.—Kent Feed & Supply Co. incorporated; capital stock, \$25,000; incorporators, Walter Nathaniel Heisler, William Roy Simpson.

Wooster, O.—A. G. Smith is the pres. and mgr. of the Wooster Feed & Milling Co., which bot out the business of the A. G. Smith Milling Co.

Woodington, O.—C. C. Mendenhall's elevtr. was partially destroyed by fire on Apr. 16. The fire is said to have been caused by an overheated bearing.

Martel, O.—We are operating the elevtr. formerly owned by the Martel Equity Exchange Co. as the Martel Elevtr. Co.—Clare Woodcock, W. E. Breese.

Woodington, O.—Our elevtr. was destroyed by fire on Apr. 16. We have not decided if we will rebuild elevtr., but we will rebuild our feed rooms and coal houses at once.—C. C. Mendenhall.

Mansfield, O.—The Cleveland Grain & Milling Co. bot the Federal Milling Co.'s local elevtr. recently. The Cleveland company has operated the elevtr. for some time but just decided to purchase the plant.

Toledo, O.—Alphonse Mennel, 77, chairman of the board of directors of the Mennel Milling Co., died on Apr. 25 after a month's illness. Mr. Mennel was a former director of the Millers National Federation and the Ohio Millers Mutual Fire Insurance Co. He is survived by a son, Louis A.

Tontogany, O.—Fire destroyed the Royce & Coon Grain & Seed Co.'s elevtr. on Apr. 24 between 11 p. m. and midnight (eastern standard time). There were about 20,000 bus. of grain in the elevtr. The loss is estimated at about \$30,000. Altho fire depts. from Bowling Green, Waterville, Weston, Grand Rapids and Washington Township lent aid, the building could not be saved.

Urbana, O.—The Big Four R. R. paid the firm of Bloose Bros. \$5,750 for its elevtr. and will proceed to destroy that structure to make room for a new building. J. I. Bloose and Mrs. Olive Bloose, widow of the late Leroy Bloose, will continue in business and will open offices in the Osborn Hardware Bldg.

Toledo, O.—Lester Howard, who resigned from C. A. King & Co. to enter the bond business as a salesman, was presented with a large tin loving cup by his colleagues on the floor of the Produce Exchange before the closing of the market recently. After the presentation the members dropped pennies, nickles, dimes and street car tokens in the cup. After the humor of the situation had passed, Mr. Howard was given a solid gold pen and pencil as a remembrance gift.

OKLAHOMA

Frederick, Okla.—Calvert & Abercrombie have moved and left no address.

Deer Creek, Okla.—The Larabee Flour Mills Corp. has installed an air dump in its local elevtr.

Hopeton, Okla.—Porter C. Burge, 61, a pioneer grain dealer here, died at his home in Pasadena, Cal.

Wheatland, Okla.—Some improvements will be made on the old elevtr.—G. E. Kructor, mgr., Farmers Grain & Lumber Co.

Miami, Okla.—Retriever Milling Co. incorporated; capital stock, \$30,000; incorporators, J. H. Carney and C. A. Beek.—P. J. P.

Oklahoma City, Okla.—T. C. Thatcher, mgr. of the Oklahoma City Mill & Elevtr. Co. and pres. of the Southwestern Millers League, is reported ill.

Byron, Okla.—The elevtr. formerly belonging to the Kansas Flour Mills Co. is being repaired by the farmers who bot the property three months ago.—Amorita Milling Co.

Mangum, Okla.—The Farmers Elevtr. Co. has closed its elevtr. and sold its stock to the C. O. D. Grocery. J. H. Sullivan, pres. of the company, has left town and is visiting relatives.

Buffalo, Okla.—The directors of the Farmers Elevtr. Co. recently selected Lee Butcher of Hardt to succeed F. W. Anderson as mgr. of the elevtr. Mr. Anderson with Matt Roetke bot the Alva Roller Mills elevtr.

Hydro, Okla.—The El Reno Mill & Elevtr. Co. is having a 17,000-bu. elevtr. constructed on the site of the McCafferty Elevtr. which was burned at the same time as the El Reno buildings did a year ago. The new elevtr. will be completed in time to handle the new crop.

Prague, Okla.—The cause of the fire in which we lost our main elevtr. building is unknown. We were only partly insured, the insurance amounting to only \$9,000. We are unable to say at this time to what extent we will rebuild as our loss was very heavy.—J. E. Clift, pres., Prague Grain Co.

Enid, Okla.—A partnership has been formed between W. M. Randels and W. G. Williams under the firm name of the Randels-Williams Grain Co. Mr. Randels has been in the grain business here for 27 years and Mr. Williams has been with W. B. Johnston for the past 2 years. They will do a general merchandising business in all kinds of grain and feed. Their headquarters are in the American National Bank Bldg.

Guthrie, Okla.—Judge Charles Smith, in the district court, issued a temporary injunction restraining County Treasurer Fred L. Wenner from selling the Gresham Flour Mills here for \$17,000 in taxes due on the mills. The injunction was granted to the state banking board which took over the \$250,000 plant on a mortgage held by the Oklahoma State Bank when the milling company failed four years ago. The banking board claims that the property is exempt from taxation while in its possession, while the county treasurer contends that such is not the case.—P.

Hennessy, Okla.—Purchase by W. J. Baines of A. C. Black's half-interest in the Star Mill & Elevtr. Co., at this place a few days ago, ends a business association extending over 20 years and gives Mr. Baines and Roy D. Baines, his son, complete control of the business. W. J. Baines has been in the grain and milling business in Texas and Oklahoma for 40 years, having been identified with the Cameron (now Burris) Mill & Elevtr. Co., of Fort Worth, Tex., prior to entering business at Hennessy, 20 years ago. Roy D. Baines has been associated with his father and Mr. Black for 10 years.—Star Mill & Elevtr. Co.

Enid, Okla.—The Southwestern Terminal Elvtr. Co.'s 535,000-bu. elvtr. is now under construction. It is of reinforced concrete and is built so that a 500,000-bu. or a 750,000-bu. addition may be erected in the future. The work is being done by the Jones-Hettelsater Construction Co., which promises to have the work completed by the latter part of August. The Southwestern Terminal Elvtr. Co. is controlled by Maney Bros., who are also owners of the Canadian Mill & Elvtr. Co.

OREGON

Portland, Ore.—Suzuki & Co. has moved its offices from here to Seattle, Wash. A small local office will be continued.

Portland, Ore.—George L. Neil, formerly connected with W. J. Lake & Co., Inc., has entered the grain brokerage business on his own account.

Corvallis, Ore.—The Corvallis Flour Mills have been reorganized and are now operating as the Fischer Bros. Milling Co. They operate elvtrs. at Corvallis and Wellsdale.—G.

PENNSYLVANIA

Indiana, Pa.—A short circuit in an electric motor was the cause of a small fire loss to the elvtr. of the Farmers Exchange on Apr. 14.

Scranton, Pa.—The G. P. Mathews Co. has just gone into the hands of a receiver who will probably carry on the business under the same name.—Robt. C. Miner.

Shamrock, Pa.—David S. Trexler, who for many years operated grain and lumber plants at Mertztown, Kutztown and Shamrock, died here on Apr. 21 after a long illness.

Philadelphia, Pa.—Emanuel H. Price, a member of the Commercial Exchange for forty-three years and treas. of that organization since 1918, died at his home on Apr. 29. Mr. Price was actively engaged in the grain business.

SOUTH DAKOTA

Faulton, S. D.—The Farmers Elvtr. Co., recently had the L. D. Wait Co. install four new motors.

Hosmer, S. D.—Gottlieb, Stoecker & Co. is having the L. D. Wait Co. install a Kewanee Truck Dump with grates.

Wakpola, S. D.—Installation of a Strong-Scott Dump and other repair work will be done in the local elvtr. of the Liberty Grain Co. by the Hickok Construction Co.

Maple Leaf, S. D.—We have let a contract for a 30,000-bu. elvtr. to be completed before Aug. 1 to the Younglove Construction Co.—A. W. Ballwehr, mgr., Maple Leaf Grain Co.

Bath, S. D.—A 10-ton Fairbanks Scale with tire filling outfit complete, and a Strong-Scott Dump with grates are being installed in elvtr. of the Bath Farmers Elvtr. Co. by the L. D. Wait Co.

Howard, S. D.—The District Court has declared the Farmers Elvtr. Co. bankrupt and Carl Erickson, mgr. of the company for many years, has resigned and has moved to Colton where he will conduct a farm implement business.

Vienna, S. D.—The Northwest Public Service Co. has just built in a high power line here and we have installed a Fairbanks-Morse Type EHJ dust proof, ventilated, 7½ h.p. electric motor.—G. M. Thompson, mgr., Farmers Elvtr. Co.

SOUTHEAST

Gainesville, Fla.—Mail for the Alachua Elvtr. & Grain Co. has not been claimed.

Huntington, W. Va.—The plant of the Mootz Feed Co. was destroyed by fire on Apr. 22.

Green Cove Springs, Fla.—Mail for the Green Cove Springs Feed & Milling Co. has been returned unclaimed.

Petersburg, Va.—Health & Parsons Feed Mill incorporated; capital stock, \$25,000; J. H. Parsons, incorporator.—P.

Cairo, Ga.—Mail for the Farmers Union Warehouse Co., whose elvtr. was destroyed last year, has been returned unclaimed.

Meridian, Miss.—Our plant enlargement has not yet been completed. Our machinery is now arriving and we hope to have everything finished within the next 30 days.—Meridian Grain & Elvtr. Co.

TENNESSEE

Dyersburg, Tenn.—Mail for the Elwell Grain Co. has been returned unclaimed.

Lewisburg, Tenn.—The elvtr. of the Lewisburg Mill & Elvtr. Co. was sold to Claude Whitaker of Columbia, Tenn.

Franklin, Tenn.—C. H. Corn & Sons, owners of the Lillie Mills, intend to immediately begin the construction of a 160,000-bu. concrete elvtr. The plant already has a 60,000-bu. storage capacity.

Nashville, Tenn.—We are just completing a new concrete storage addition of 360,000 bu. It will be finished by June 1 and will contain grain thermometers thruout. This will give us approximately 800,000 bus. bulk grain storage.—Nashville Warehouse & Elvtr. Co.

Bristol, Tenn.—The consolidated cases of George L. Carter et al. vs. J. W. Ring et al., concerning the ownership of stock in various local and Johnson City milling firms and an accounting from each party, will be heard by Special Judge John H. Frantz in the Federal Court at Knoxville. About \$500,000 is involved in the case.—P.

Clarksville, Tenn.—E. E. Laurent and his associates have bot J. P. Dunlop's interest in the Dunlop Milling Co. The executive personnel has been changed and E. E. Laurent, formerly vice-pres. of the company, is now pres.; W. M. Green is vice-pres., and L. C. Westenberg, sec'y and treas. The plant consists of a 1,200-bbl. flour mill and a 450,000-bu. elvtr.

TEXAS

Fort Worth, Tex.—John A. Mugg, formerly mgr. of the Panther City Grain & Elvtr. Co. of this city, is now at Waco doing a track and transit grain and hay business.—C. A. Meroney.

Floydada, Tex.—The Floydada unit of the Southwest Wheat Growers Ass'n has taken over W. J. Burke's elvtr. following the conclusion of negotiations for the plant. Mr. Burke is retiring because of ill health.

Texas City, Tex.—In the event that the I. C. C. approves, a 500,000-bu. elvtr. here, now owned by the Texas City Terminal Ry. Co., will be transferred to the Santa Fe, Missouri Pacific or Missouri-Kansas-Texas R. R.

Plainview, Tex.—The Grain Exchange recently elected Burton Thornton pres.; Clarence Burns, vice-pres.; A. G. Cox, sec'y; A. G. Hinn, Walter Barlow, J. W. Elliott, W. H. Porter and Ben Smith, directors.

Waco, Tex.—C. C. Edwards, for some years in the brokerage business here, has accepted the management of the Clifton Grain & Elvtr. Co., of Clifton. This concern is an extensive handler of Texas red oats.—C. A. M.

Hereford, Tex.—My new 50,000-bu. elvtr. is being built on the foundations of the old elvtr. The two legs will be driven by a 25-h.p. electric motor. The plant will be equipped with a Howe Cleaner, a Hess Outside Drier, a Globe Dump, 10-bu. automatic scales, and two pairs of 9x24-in. rollers. We think it will be completed by June 20.—E. W. Harrison.

WASHINGTON

Waterville, Wash.—N. P. Friel is to succeed L. M. Smith as mgr. of the Union Grain Co. on June 1.

Seattle, Wash.—Suzuki & Co., formerly of Portland, Ore., has moved its headquarters here but will maintain a branch at Portland.

Seattle, Wash.—We are constructing a grain elvtr. for the Great Northern Railway Co. at Smith's Cove, Seattle, the same to be completed about June 1.—G. E. McKenzie, Teufel & Carlson.

Walla Walla, Wash.—The Walluk Investment Co. incorporated; John F. Watson, John D. Ankeny and John H. Pedigo, incorporators. The firm will operate public and private elvtrs. and warehouses and also carry on a grain, feed and hay business.

Valley Grove (Walla Walla p. o.), Wash.—The contract has been let for the reconstruction of the Farmers Elvtr. to replace the two buildings which burned last fall. The new elvtr. will hold 200,000 bus. of grain. The Farmers Elvtr. Co. has incorporated for \$15,000.

Albion, Wash.—The suit by C. T. Krause and N. J. Naffziger v. the O. W. R. & N. R. Co., alleging that the warehouse in which their grain was stored caught fire from sparks from a O. W. R. & N. R. engine, thus causing them to lose their grain, was filed in the county court recently.

Harrington, Wash.—The Quincy Farmer Elvtr. Co. of Quincy bot the steel grain elvtr. of the Kessler-Perkins Grain Co. recently. The elvtr., which is located in this city, will be dismantled, moved to Quincy, and re-erected. This work will be done by John Fleming. With the removal of this large structure, which has never been used here, as the farmers use sacks instead of handling their grain in bulk, the Kessler-Perkins company will be nearer a building program which the company has planned for some time. When the condition warrant, the company intends to remove some of the old buildings and erect another modern warehouse similar to the new one now on the north end of its property.

Spokane, Wash.—The sixth annual convention of the Pacific Northwest Grain Dealers Ass'n will be held in Spokane June 11 and 12. "We expect 250 to attend, of which 75% represent the interior grain dealers of Oregon, Idaho and Washington. Our membership include millers, exporters, grain merchants, grain brokers, and mgrs. of the farmers' union warehouses and independent dealers," says R. L. Stephens of Spokane, pres. "Com'ites are being appointed to work out discounts on wheat testing below No. 1, discounts for smut and smutting charges. Differentials between sacked and bulk wheat will be agreed upon as well as charges for bad order resacks. We expect to have speakers from Montana, Idaho, Oregon and Washington." A new pres. will be elected as Mr. Stephens, who has been pres. for the last four years, will not be a candidate.

WISCONSIN

Jordan, Wis.—Mr. and Mrs. Andrew Berber bot the Van Arder Grist Mill from Arthur Van Arder recently.

Baldwin, Wis.—Fire, which was probably due to a spark from a freight train, slightly damaged the warehouse roof of the Equity Produce Co. on Apr. 18.

Sparta, Wis.—John W. Kress of Tomah bot the Grand Rapids Milling Co.'s local plant which has been recently operated by the Jackson Milling Co. Harold Vanderroot is the new mgr.

La Crosse, Wis.—The recently organized \$15,000,000 corporation, the Flour Mills of America, Inc., may reopen the 2,000-bbl. Listman mill and large elvtr. which formerly was owned by the Kansas Flour Mills Co.

Elmwood, Wis.—We had the following seeds stolen out of our warehouse on Apr. 23: 15 lbs. Grimm alfalfa seed in a Western South Dakota Alfalfa Seed Growers Exchange bag 100 to 120 lbs. medium red clover seed in an Anchor "A" bag; other seeds and flour that we have no special description for were also stolen. We are willing to pay \$100 reward for any clue that would lead to the arrest of the thief.—William Herpst, Elmwood Lumber & Grain Co.

Milwaukee, Wis.—The Chicago, Milwaukee & St. Paul Railroad's plans for the reconstruction of Elvtr. "E" have been completed and it is certain that the plant will be ready for operation by the Armour Grain Co. In time for the new crop. A 660,000-bu. concrete storage addition will be added to the 650,000-bu. tank storage now in use by the Armour Grain Co. The working house will have 210,000 bus. capacity. There will be 15 new tanks, each holding 30,000 bus. The elvtr. will be equipped with two receiving legs and four track hoppers capable of handling 6 cars per hour. The shipping capacity of the plant will be 160 carloads of grain daily, with four loading spouts to vessels, and two shipping legs of 15,000 bus. capacity each. Besides the receiving and shipping legs there will be a cleaner leg, a drier leg, and a bleacher leg, each of large capacity. An Ellis Drier and an Ellis Bleacher will be installed. Albert R. Taylor, of the Armour Grain Co., will be in charge of the elvtr., which is designed for quickly handling grain in a minimum amount of space. Mr. Taylor succeeds A. R. Templeton, who resigned June 1, as mgr. of the local interests of the Armour Grain Co.

Only 3,626,000 bus. of corn were reported as entering into the production of distilled and fermented liquors in 1923. The corresponding figure for 1921 was 5,371,000 bus. In 1919 it was 5,908,000 bus. This classification includes the use of corn for the production of industrial alcohol and cereal beverages.—U. S. Dept. of Agriculture.

Grain Distributor and Blender.

An innumerable variation in the blending and distribution of grain is possible with the apparatus devised by Richard C. Stone and shown in the engraving herewith. Different streams of grain can be blended in passing to one of the discharge spouts while one or more additional streams of grain are passing to the other discharge spout.

Fig. I is a top or plan view of an apparatus embodying the features of this invention, the intake spouts being shown in section, and the upper and lower margins of the receptacle being broken away.

Fig. II is a vertical section of the apparatus, showing the floor to which the receptacle is secured.

"A" designates a combined blending and distributing receptacle comprising an outer compartment 1 and an inner compartment 2 surrounded by said outer compartment, a cover 3 being arranged over both compartments, as shown most clearly by Fig. I. This double receptacle is secured to a stationary floor 4 (Fig. II) by means of bolts 4' passing through a flange 3' which extends from the outer compartment. The double receptacle is thus secured in a fixed position.

The inner receptacle 2 (Fig. II) is provided with a hopper bottom and a stationary spout section 5 extending downwardly therefrom. 6 designates an angular discharge spout telescoping with and inclined downwardly from the spout section 5. A ball bearing 7 is interposed between the telescoping portions of these spout members. A vertical supporting rod 10 (Fig. II), aligned with the axis of spout section 5, is secured in a socket 11 attached to the discharge spout 6, and the lower end of this vertical rod is rotatably mounted in a stationary bearing 12. The lateral thrusts resulting from the overhanging weight of discharge spout 6, are transmitted to the ball bearing 7, so the spout 6 will turn freely about the axis of the stationary spout section 5.

A second inclined spout, 16, takes grain from the outer compartment, 1, its axis of rotation coinciding with that of the stationary spout section, 5.

Five intake spouts 23 and 24 are secured to the top wall of the inner compartment 2, and the grain passing from these spouts may be discharged directly into said inner compartment. 25 designates intake spouts leading into the top of the outer compartment 1. Valve housings 26, preferably located in the recep-

table A, are open at the top and bottom so as to provide communication between the spouts 24 and 25 and the compartments 1 and 2. The upper end of each valve housing 26 is in direct communication with a spout 24 and a spout 25, while the lower end of each valve housing is in communication with the compartments 1 and 2. 27 designates deflector valves located in the respective valve housings 26 and pivotal-

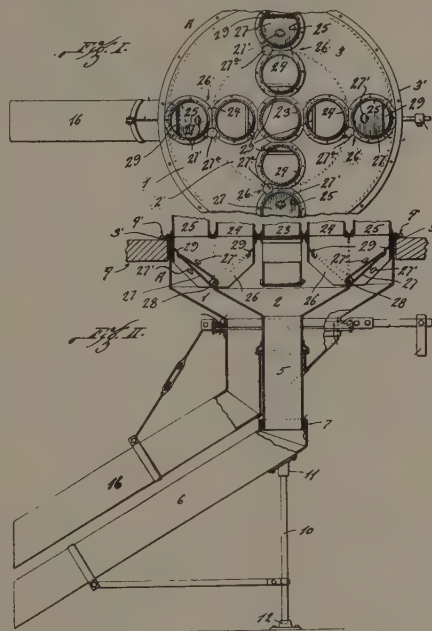
upper end of the valve and the adjacent wall of the valve housing.

Operating knobs 27' are secured to the valves 27 as shown in Fig. II, and the top wall 3 is provided with openings 27^a (Fig. I) through which a person's hand can be inserted to operate the valves.

When the valves 27 occupy the positions shown by dotted lines in Fig. II, the grain passing from the lower ends of spouts 24 will be diverted into the outer compartment 1, and thence to the discharge spout 16 which is at all times in communication with the outer compartment. When these valves occupy the positions shown by full lines in Fig. II, the grain passing from intake spouts 25 will be diverted into the inner compartment 2 and thence to the rotary discharge spout 6. When the valves 27 occupy vertical positions midway between the positions shown in Fig. II, all of the grain passing through intake spouts 24 will be conducted to the discharge spout 6, and the grain passing from intake spouts 25 will be delivered to the discharge spout 16.

From the foregoing it will be readily understood that the valves 27 may be adjusted independently of each other, and the grain passing from any one of the intake spouts 24 and 25 can therefore be directed to either of the discharge spouts 6 and 16. The various intake spouts 24 and 25 may lead from different receptacles in a grain elevator. For example, some of the spouts may lead from elevator heads, and others may lead from grain cleaners. By properly adjusting the valves 27, the grain passing from any one or more of the intake spouts 24 and 25 can be delivered to the discharge spout 16, and at the same time grain passing from other intake spouts may be delivered to the discharge spout 6.

For this invention Mr. Stone has been granted letters patent, No. 1,580,176.



Grain Distributor and Blender.

ly supported by rods 28. These pivotally mounted valves can be moved from the positions shown by dotted lines in Fig. II to the positions shown by full lines. These valves 27 may be operated independently of each other, and they may be located in upright positions midway between the positions illustrated in Fig. II. When a valve 27 occupies either of the inclined positions shown by Fig. II, its upper end engages a stationary flange 29 which prevents leakage of grain between the

The farm area in the United States was 924,889,380 acres in 1925, according to the census, a decrease from 955,883,715 in 1920. This is the first decrease in area ever to be reported, but cultivation is more intensive as production is greater.

The supply of wheat available for export in the principal exporting countries, including Australia, Argentina, Canada and the United States, together with the amount on ocean passage, is around forty million to fifty million bushels smaller than at this time last year. While no estimate is available of the stocks of wheat in Europe, trade reports indicate that this supply is becoming small and that a larger percentage of the European needs will now have to be imported.—U. S. Dept. of Agriculture.

Elevators in Illinois.

The state of Illinois has long had more country grain elevators than any other state. A recent count shows the state to have 2,051 houses left; 1,041 country stations have but one elevator; 467 other stations have more than one elevator, in fact, they have 1,009 elevators. At 402 stations in Illinois are two elevators each; 52 stations have three elevators each; ten have four elevators, and one has five. At 200 of these stations having more than one elevator, two houses are operated by one dealer. This is the lowest number of elevators operated in this state during the last fourteen years.

During the last fourteen years 147 houses have been burned or wrecked; 148 have been rebuilt on original site, and 159 have been built on new sites.

Fires destroyed 21 Illinois elevators during 1925 and damaged 13 others, making 34 fires for the year.

The state produces and ships out an enormous quantity of corn and oats and some years produces a very creditable crop of wheat.

No doubt many of the stations have more elevator facilities than they need and competition induces the dealers in business to indulge in practices that are not considered safe and surely are not profitable.



40,000 Bus. Elevator, Drier and Cob House, of Robt. Bell, Brookston, Ind.

For Over Forty Years

we have been designing and constructing grain elevators for discriminating grain dealers. Every Reliance built elevator is designed and constructed to meet the special needs of the owner.

Tell us what you handle and we will submit plans and specifications for either a concrete or wood elevator to do the work.

Reliance Construction Co.

Board of Trade

Indianapolis, Ind.

Seeds

New York, N. Y.—Crawford, Hammond & Co. have moved to 44 Whitehall St.

Minot, N. D.—A wholesale branch of the Interstate Seed & Grain Co. of Fargo was just re-opened.

San Francisco, Cal.—Luther Burbank, the greatest of the world's plant breeders, was buried here April 14.

Jefferson, Ia.—Failure to function of two of the banks here forced the liquidation of the Jefferson Seed House. G. W. Mackey operated the concern.

Nampa, Ida.—The Nampa Seed & Grain Co. will build a two-story building on a quarter block just purchased for the handling of seed, grain, feed and hay.

Lankershim, Cal.—The interest of R. H. Griffin in the firm of Griffin Bros., seed merchants, has been purchased by W. L. Griffin. No change in name will be made.

Boonville, Ind.—Louis L. Kindermann, well known seed dealer, is improving from his attack of heart disease and hopes to be able to resume his duties in a short time.—C.

Okeke, Minn.—The Okeke Farmers Co-op Elvtr. Co. bot the Northland Elvtr. and will use it for a seed cleaning house. A scarifier and cleaner for sweet clover and other seeds will be installed.

Chicago, Ill.—Edward G. Loser, 62, for 26 years traffic manager of the Albert Dickinson Co., died at his home here April 29 after six days' illness with pneumonia. The widow, a son, and a daughter, survive.

Minneapolis, Minn.—Work has commenced on a new seed cleaning unit for the Albert Dickinson Co., to replace the structure destroyed by fire nearly two years ago. It will be a 7-story 80x60 ft. brick and concrete plant to cost \$300,000 equipped. J. H. Brown & Co. has the contract. Completion is scheduled for this summer.

Seed Movement in April.

Receipts and shipments of seeds at the various markets during April, as compared with April, 1923, were as follows:

FLAXSEED				
	Receipts	1925	Shipments	1923
Chicago, bus...	93,000	162,000	1,000	.....
Duluth, bus...	136,700	170,472	176,986	106,618
Ft. Wm., bus.	47,207	.....	12,029	.....
Milwaukee, bus.	31,460	1,430	1,430	.....
Minneapolis, bus.	356,900	373,590	174,060	101,840
New York, bus.	880,000	124,500	.....	.....
Superior, bus...	95,936	174,482	131,650	112,638

*For 4 weeks ending April 30.

KAFIR				
Hutch'son, bus.	71,500	105,300	.....	.....
Kans. City, bus.	211,200	320,100	196,000	244,000
Los Angeles, bus.	13,000	10,400	.....	.....
St. Louis, bus.	32,400	114,000	19,200	109,200
Wichita, bus...	4,800	18,000	.....	13,200

MILO				
L's Ang'les, bus.	16,900	24,700	.....	.....
Wichita, bus...	.....	2,400	.....	1,200

CLOVER				
Chicago, lbs...	849,000	765,000	879,000	383,000
Milwaukee, lbs.	287,450	258,743	164,615	222,955
New York, bags	*250	.....	2,175	2,725
Toledo, bags...	625	181	3,478	1,846

*Clover and timothy.

ALSIIKE				
Toledo, bags...	40	78	433	1,457
Chicago, lbs...	1,734,000	1,809,000	1,468,000	2,282,000
Milwaukee, lbs.	4,885	150,000	96,530	112,140
Toledo, bags...	685	836	2,306	3,422

CANE SEED				
Ft. Worth, bus.	65,000	42,000	21,000	19,000
Hutch'son, bus.	1,000	.....	1,060	.....
Kans. City, bus.	13,000	16,900	100,000	70,200
Wichita, bus...	3,600	8,600	4,800	1,200

SORGHUMS				
Cincinnati, bus.	4,200	5,600	.....	.....
Ft. Worth, bus.	63,000	86,000	89,000	40,000
*Ft. Worth, bus.	171,000	*83,000	.....	.....
N. Orleans, bus.	1,000	.....	.....	.....

*Heads.

The Gooding-Ketcham bill to strain all imported red clover and alfalfa seed was signed by Pres. Coolidge on Apr. 26, to become effective May 26. Only a minute portion of the seed in each bag will necessarily have to be strained.

Lafayette, Ind.—Dr. Henry R. Kraybill has been appointed state chemist and seed commissioner of Indiana. He was formerly the bio-chemist at the Boyce Thompson Institute of Plant Research at Yonkers, N. Y. He succeeds the late E. G. Proulx.

Evansville, Ind.—Work on the new warehouse of the Purcell Seed Co. here is going forward rapidly. The building will make a unit of a series of warehouse structures extending over two city blocks. It will be a brick, concrete and steel structure of three stories.—C.

Filer, Ida.—The Southern Idaho Grocery Co. of Twin Falls has purchased the warehouse here of the Filer Seed Co. of Salt Lake City. The latter will continue to receive, store, reclean and load out its crops thru the warehouse even tho it is the property of the Twin Falls house.

Watseka, Ill.—Our sales of red clover seed this season have amounted to practically nothing, but our sales of sweet clover seed have been 10 times normal. Farmers around here are getting away from grain a little and planting much more timothy seed than usual.—H. W. Bell, mgr. Watseka Farmers Grain Co.

Saginaw, Mich.—The sentiment seems to be gaining supporters among the bean jobbers that the retailing of beans would be expedited and the waste minimized if all packers would ship their goods in attractive cartons of small size so that packages could go from packer to customer without breaking bulk and without loss or spoilage.

Kansas City, Mo.—Allen W. Miller, operator of the Zenith Lawn Accessory Co., with offices in charge of stenographers here and in other large cities, was indicted during the last week of April by the Federal grand jury charged with using the mails to defraud in the sale of ordinary meadow fescue and buffalo grass for marvelous grass seed. Some time ago he was denied the use of the mails.

Toledo, O.—Trade in clover seed is not likely to be very brisk next few weeks. It naturally slows down at this particular time. New crop is in the making. Old crop is about finished. Adverse weather past six weeks naturally slowed up the spot business, but no doubt put a crimp in the young plants in many places. Remains to be seen if weather has been more severe than usual and another short domestic crop is possible. One thing is certain, even with the large imports, stocks of red clover, all kinds and in all positions, probably not worrying anybody, and not likely to be hedged with October this year. We would say that the marketing this season has been very orderly, and the usual cutting of prices to move stocks not in evidence this year. Prime passed into strong hands, and no doubt the balance of holdings are in good hands too. Summer trade may absorb a lot, if not all of it, and just naturally should gradually sell closer to October, and many good people think our October an attractive investment; particularly so, if the domestic crop again goes fluey. October clover now is selling at the same price at which prime clover finished one year ago, namely \$16.50.—J. F. Zahm & Co.

The Oklahoma Millers League and E. H. Linzee, state grain inspector, completed arrangements for the offering of \$500 in cash prizes to wheat growers having the best yields and protein content wheat. The entire membership of the organization will encourage interest in the contest, according to Frank Foltz, sec'y.

Western Seedsmen's Ass'n Holds Spring Meeting in Omaha.

The Western Seedsmen's Ass'n held its "spring" meeting in Omaha, Neb., on Saturday, April 24. A lively blooming crowd attended, making the convention far more interesting to everyone.

Pres. Fred W. Mangelsdorf of Atchison, Kan., called the first session to order at 10:00 a. m. and following the reading of the minutes of the previous meeting, read an unusually fine address.

Treas. H. G. Windheim of Omaha tendered the report of his office, which was accepted.

A round table discussion pursued and included national legislation, visible supply of seed corn, radio, and conditions in general.

The respects of the ass'n were paid to the late Ben P. Corneli of St. Louis. J. C. Robinson of Waterloo, Neb., Chas. C. Massie of Minneapolis, Minn., and Max F. Wilhelm of Lawrence, Kan., were the members of the com'te appointed to draft an appropriate memorial.

The election of officers followed which resulted in the choice of Max F. Wilhelm of Lawrence, Kan., as pres., of Carl R. Chesmore of St. Joseph, Mo., as vice-pres., of Geo. M. Cummings of Sioux City, Ia., as sec'y, and of Henry S. Windheim of Omaha, as treas.

Thereupon the meeting adjourned.

The seedsmen lunched en masse, then matined in the same manner, being the guests of the Nebraska seedsmen.

The evening's entertainment commenced with a sumptuous banquet tendered by the same generous hosts at the Omaha Athletic Club.

As a token of appreciation of the untiring efforts on behalf of the members of the ass'n, retiring Pres. Mangelsdorf was presented with an elegant gold watch, chain and penknife.

In responding, ex-Pres. Mangelsdorf attributed a goodly portion of the success of the organization the past seven years, during which time he was honored with the presidency, to the hearty co-operation extended him on the part of the members and other officers. He expressed with feeling the wish that the same response be accorded the new president.

Pres.-Elect Wilhelm concluded the convention with a pledge of his best efforts in behalf of the ass'n and enlisted every member's support, asserting that the most benefit from such an organization could only be derived thru the united efforts of all.

Everyone departed happier, wiser and prouder for belonging to such an organization, and pledged to himself the best of his abilities toward furthering the work of the ass'n.

The Country Elevator and the Seed Business.

The country elevator is the logical place for the farmer to buy his grass, clover and field seed. In these days of diversified farming, the annual sale of clover seed made by the country elevator is an important factor in the service which the elevator renders to the community.

Many country elevators purchase timothy seed, clover seed, alfalfa and other seeds from their farmer customers, and sell these seeds to the large seed houses that are equipped with the right kind of cleaning machinery.

The average grass and clover seed as it comes from the farm is far from being fit for seeding purposes. Few elevators are equipped with cleaning machinery which can properly clean the seed. All should be.

The grass seeds, including alfalfa and the various clovers should be carefully recleaned before being sown. The pure seed laws which have been enacted by the various states have been placed upon the statute books for the protection of farmers. In these states the laws require that each bag or parcel of seed sold must bear a tag containing the name of the seller, the variety of the seed, the purity of the seed, the germination and also whether certain noxious weeds are present.

Grain Men and Scientists Aid Wheat Growers.

A one-day conference which is expected to have a far-reaching influence on the Kansas wheat industry was held April 28th at the Kansas City (Mo.) Athletic Club.

The conference, called by Pres. F. D. Farrell of the Kansas State Agricultural College at Manhattan, Kan., considered plans for a comprehensive program looking toward improvements in quality, standardization, yield, production efficiency, pest extermination, crop rotation, and marketing and ultimately larger profits for the farmer.

Lectures and demonstrations on methods of control, culture and marketing will be held thruout the five-year campaign. Leaders of farm organizations, milling ass'ns, farm paper editors, and railroads serving the Kansas wheat belt indorsed the plan and pledged assistance in carrying it out.

One of the first steps toward consummation of the plan will be the sending of two Wheat Festival trains thru Kansas this summer to demonstrate improved methods of raising and marketing wheat.

In connection with the tours, county championship wheat growing contests will be staged and the prize winners entered in the competition for the state championship to be decided at Farm and Home week in Manhattan, Kan., next February.

A special wheat inspection car will accompany the train to impress on the farmer the advantages of raising high protein content wheat.

Also a state champion bread baking team of two girls will show the farmers the kind of bread the "best wheat in the world" makes.

One train will be furnished by the Santa Fe and the other by the Rock Island. The former will be on tour from July 19 to 29, over all the wheat growing sections. A similar plan will be followed by the latter in a five-day tour from Aug. 2 to 7.

The champion wheat growing contest will be conducted by Geo. W. Catts, agricultural commissioner of the Kansas City Chamber of Commerce.—P. J. P.

Feed Governor for Elevator Boots.

Carl L. Rhoten has been granted letters patent, No. 1,575,937, on a feed governor for grain elevator boots which comprises a pair of brackets, 12, shown in the engraving herewith, rigidly connecting the up and down legs of the elevator, carrying bearings, 14, for a hollow vertical shaft, 13. The upper bearing forms part of a thrust bearing, the other part, 15, of which is secured on the upper end of the hollow

shaft, 13, and forms the hub of a horizontal flywheel, 16.

A pulley on the boot shaft drives the bevel gear, 19, meshing with a bevel gear on the vertical shaft on which is mounted the flywheel carrying the two centrifugal governor weights, 26.

When the speed increases the governor weights tend to fly apart, raising the vertical shaft, 27, having at its lower end a pair of collars, 29, journaled in a ring, 30, which raises the horizontal rod, 32, bent around the legs to the points, 33, where a link, 36, raises the gates, 35, in the spouts, 34, permitting more grain to enter the boot.

If the speed of the elevator belt diminishes the feed into the boot decreases correspondingly, and if the belt stops running the feed is entirely shut off, preventing a choke.

Cost of Railroad and Automobile Transportation.

The amount paid by the public annually for railroad transportation has decreased about a billion dollars during the last five years, according to the *Railway Age*, while apparently the public's annual expenditure for automobile transportation has increased about four billion dollars. The public's total outlay for railroad transportation five years ago was greater than its outlay for automobile transportation, while in 1925 its railroad transportation cost it only about \$150 per family and its automobile transportation about \$256 per family.

"The amount paid by the public to the railroads in rates in 1920 was about \$6,160,000,000. But this was not all it paid for railroad transportation. The deficits incurred and paid from the public treasury in that year under the wartime government guarantees amounted to about \$750,000,000. There were also in effect then excise taxes on freight and passenger service, since repealed, which added approximately \$233,000,000 to the public's railroad transportation bill. Therefore the total amount the public actually paid in 1920 for railroad transportation was about \$7,140,000,000. The amount it paid in 1925 was \$6,187,000,000, a reduction in five years of approximately \$950,000,000.

"In 1920 this paper collected and published statistics tending to show that the total expenditures made in this country in that year for motor transportation would be in excess of \$6,000,000,000. More complete information which has since become available indicates that the correct figure would have been approximately \$6,500,000,000. Nothing was included in this estimate for expenditures made for new automobiles and their accessories. It was intended to show the total cost of owning and operating automobiles after they have been bought. The estimate of the Bureau of Industrial Technology indicates that the total cost to the people of the United States of owning and operating automobiles in 1925 was \$10,543,000,000.

"Once in a while there is still heard the complaint that the burden of railway rates is too heavy. In western territory opposition is being made to an advance in rates which the railways plainly need and which, if it were granted, would amount to perhaps \$4 per family for the people of western territory if it were all paid by western people. It is not necessary to make any invidious comparison or contrast between the relative needs of the public for railway and automobile transportation to make rather plain the inconsistency of people who will spend such vast and increasing amounts for automobile transportation and then complain about the cost of railroad transportation and oppose a small and greatly needed advance in railway rates."

Chicago has returned to daylight saving time. The Chicago Board of Trade now opens and closes an hour earlier than by standard time. Other Grain Exchanges have followed suit. Traders now have an extra hour for digging in their gardens, or mowing the lawn.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4 1/4 x 7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

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Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4 1/4 x 5 1/2 ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal money and list of bankers. 412 pages, 8 1/2 x 10 1/2 inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6 1/2 x 9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6 x 7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6 1/2 x 8 3/4 ins. 850 pages, bound in keratol. Price \$10.00.

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GRAIN DEALERS JOURNAL
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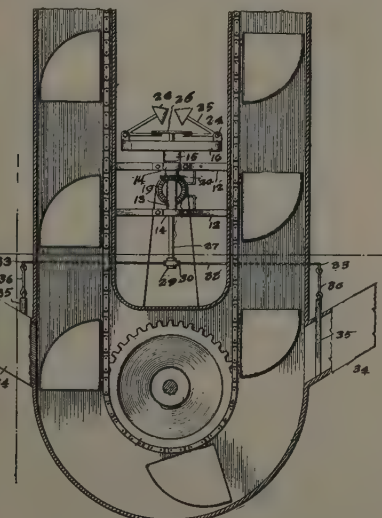
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309 S. La Salle Street, Chicago, Ill.



Feed Governor for Elevator Boots.

Feedstuffs

Boonville, Ind.—Oscar A. Cook has moved into a new, large and improved warehouse.

Inglewood, Cal.—The Blackie Feed Co. has just moved into its new quarters. Its plant had been destroyed by fire.

New Rockford, N. D.—Fire damaged the properties of the Greenheck Seed & Feed Co. to the extent of \$11,000, last month.

Kansas City, Mo.—R. O. Schorch recently joined the staff of the Southland Feed & Mfg. Co. The company just completed rebuilding.

Hagerman-Dexter, N. Mex.—Close to \$90,000 has just been paid out by Roy Loch-head and R. E. Levers in obtaining title to the alfalfa mill plants at these two points.

Arco, Ida.—The Arco Alfalfa Mill Co. is establishing feeding yards for fattening 3,000 head of livestock en route to market. The company manufactures a sugar molasses alfalfa feed.

Shawano, Wis.—The Shawano Flour & Feed Co., capitalized at \$15,000, was just incorporated to manufacture dairy, poultry and other kinds of stock food. They will also cater to a local custom grinding trade. Albert O. Anderson, M. A. Peterson and V. Zerwas are the incorporators.

Cincinnati, O.—D. J. Schuh, sec'y-treas. of the U. S. Feed Distributors Ass'n, has lined up his members to write their representatives in Congress favoring the enactment of Senate Bill 3069 providing for a tolerance of not to exceed 60 lbs. per car in the settlement of claims for loss of grain in bulk.

Lewistown, Me.—The J. B. Ham Co. plans to build a two-story warehouse to double its 20,000 sq. ft. of floor space, which will probably be used for feed storage. The company operates a 50,000-bu. elevator here and 30 branch stores in Central and Western Maine, thru which some 35,000 tons of feed are distributed annually.

Springfield, Ill.—Wiedlocher & Sons just completed the installation of a new modern molasses feed mixing unit to their feed manufacturing plant. The equipment was added for the manufacture of a new 20 per cent protein cattle fattener. This brings up their capacity for manufactured feeds to 10 carloads daily. Their line is now most complete.

Los Angeles, Cal.—Receipts of feedstuffs (in carloads) during the month of April, as compared with April, 1925, at this market, were as follows: Bran, 108-105; shorts, 20-8; oat chop, 1-0; rice prod., 30-19; cocoameal, 22-15; cottonseed, 53-31; beet pulp, 1-10; poultry feed, 59-27; linseed meal, 17-0; bean meal, 5-0; pineapple bran, 9-0; miscel., 16-56.

Feed Movement in April.

Receipts and shipments of feed at the various markets during April, as compared with April, 1925, in tons, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	1,623	941		
Chicago	12,879	11,067	30,212	44,424
Cincinnati	2,830	2,010		
Kansas City	3,760	5,306		28,090
Milwaukee	1,760	17,596	12,063	11,944
New York	200	520		76
Peoria	28,680	29,620	36,092	32,302
Portland	1,260	1,620	630	810
*Portland	120	30	106	
*San Francisco	271	278		

* Bran.

SCREENINGS

New Orleans..	30	30
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New Orleans, La.—The Interstate Cottonseed Crushers Ass'n are to meet here during the first half of the week of May 10.—Sec'y L. F. Brown of the American Feed Manufacturers' Ass'n, Chicago, Ill.

Los Angeles, Cal.—The Sperry Flour Company will begin construction immediately of six units, including a main warehouse and office building 120x460 feet, a warehouse 90x290 feet, with storage bins adjoining, a garage 70x100 feet, a feed mill building and feed mill. All buildings will be one story in height and of reinforced concrete, and will be located on a six and one-half acre site, according to J. I. Eichleberger, manager of the Los Angeles office. The cost will be \$400,000.—I.

Spokane, Wash.—Ren H. Rice of this city recently took over the business of the G. A. Stuart Food Corp. in the manufacture of "Dina-Mite," a Spokane health cereal, which entered the local market a few months ago. Mr. Rice has organized the Dina-Mite Food Company and moved the plant to larger quarters. The cereal was invented by G. A. Stuart, who is associated with Mr. Rice in the new company. The ingredients are ground whole wheat, bran and deodorized flax, in which combination it is claimed all the vital elements are retained. The formula is a secret process perfected by Mr. Stuart in several years of experimentation.—S. N. B.

New Feed Trademarks.

Salisbury, N. C.—Grimes Mfg. Co. filed trademark Ser. No. 227,404, the name "Grimes" above a picture of a sow and her litter feeding at the trough, particularly descriptive of hog feed.

Petaluma, Cal.—Golden Eagle Mfg. Co. filed trademark Ser. No. 227,231, the symbol "Gemco," on a crescent background enclosed within a zig-zag border particularly descriptive of prepared dairy and poultry foods.

Minneapolis, Minn.—Minneapolis Mfg. Co. filed trademark Ser. No. 227,959, particularly descriptive of durum feed, etc. The mark is a shield with the name and address of the company about the border thereof.

St. Louis, Mo.—Geo. P. Plant Mfg. Co. filed trademark Ser. No. 214,216, the word "Gingham," particularly descriptive of poultry mash, poultry scratch feeds, dairy, calf, horse, and mule feeds, and hog fattener, etc.

The standing offer of the International Harvester Corp. to trade farm implements for \$1 corn was terminated May 1, however, officials claim this action is not due to a loss of faith in the value of the crop.

IOWA has no great terminal grain market within its borders; and now the Cedar Rapids Republican declares it does not want a grain exchange established there, being satisfied to have Cedar Rapids the large cash grain buying center it now is.

Forty thousand hands must be enlisted from outside of the state of Kansas to harvest her predicted record wheat crop, according to the Employment Service department of the United States Dept. of Labor. Mobilization of the wheat army must be partly completed by June 15th. The chinch bug, the green bug and the Hessian fly won't get a look-in this year.

A temporary restraining order was issued April 28 by the Supreme Court of the District of Columbia against the Federal Trade Commission enjoining the latter from attempting to compel the attendance of the witnesses subpoenaed at the meeting of the Millers National Federation at Chicago late last month. The proceedings of the Commission are suspended pending the outcome of the trial. The millers will not have to submit the papers and documents which were unconstitutionally demanded.

American Feed Manufacturers Plan Lively Meet.

The eighteenth annual convention of the American Feed Manufacturers' Ass'n will be held at French Lick Springs Hotel, French Lick, Ind., on May 27, 28 and 29.

Sessions are scheduled for the forenoon only, leaving ample time for the members, delegates and guests to gambol on greens, "Brown's," or whatever other recreation they may choose.

Sec'y L. F. Brown has obtained special rates at the hotel, which is operated on the American plan, ranging from \$8 to \$10 (and up) for a single room without and with bath, respectively. His office is handling all reservations.

Special sleepers for all those who can arrange to leave from Chicago will depart from the Dearborn St. Station over the Monon on Wednesday evening, May 26, at 9:00 p. m., scheduled to arrive the following morning at seven, which leaves ample time to register twice, eat once and to say "hello" all around before the first session is called to order at 10:00 a. m.

Pres. E. W. Elmore after making announcements will follow this program:

President's Address—E. W. Elmore.
Chairman Executive Com'lite Address—W. E. Suits.

Secretary's Report—L. F. Brown.
Treasurer's Report—R. Anderson.
Traffic Manager's Report—R. M. Field.
Address—Prof. R. D. Fuller, College Station, Tex. (Pres. Ass'n Feed Control Officials of the United States).

"From the Outside Looking In"—Prof. A. G. Phillips, Ft. Wayne, Ind. (Vice-pres. The McMillen Co.).

Appointment of Com'lites—The President.
Luncheon (Sales Manager's Meeting)—John B. Edgar, presiding.

Annual Dinner (7:00 p. m.).
"The Pursuit of Happiness"—Hon. J. Adam Bede (ex-Congressman, Minnesota).

FRIDAY, 9:30 A. M.
"Know Your Costs!"—A. T. Pennington (Southern Mixed Feed Manufacturers' Ass'n, Memphis, Tenn.).

"Some Newer Aspects of the Feeding Problem," illustrated—Dr. R. Adams Dutcher (Professor Agricultural and Biological Chemistry, State College, Pa.).

SATURDAY, 9:30 A. M.
Business Session.
Election of Officers.
Meeting Newly Elected Board of Directors and Executive Com'lite.

Des Moines, Ia.—The National Corn Growers Ass'n is seeking merger with the American Farm Bureau Federation, according to partially corroborated current rumor. With so much gas in the component parts an explosion is sure to follow their mixing.

While the National Government has reduced its indebtedness six billion dollars during the last six years the state and municipal governments have increased their indebtedness seven billion dollars, so the taxpayers must be assessed more heavily than ever to support the politicians.

Watseka, Ill.—Fertilizer sales have been small this season, due to the low price of grain. Farmers do not see how they can afford to fertilize their soil for grain crops when they obtain such low prices and small returns.—H. W. Bell, mgr. Watseka Farmers Grain Co.

Exports of Feedstuffs.

Exports of feedstuffs during March, compared with March, 1925, and for 9 months ending with March, are reported in short tons by the Bureau of Foreign and Domestic Commerce, as follows:

	March		9 mos. ended March	
	1926	1925	1926	1925
Hay	3,354	1,083	20,667	14,142
Cottonseed cake	32,507	12,052	280,098	231,879
Linseed cake	39,877	23,277	261,038	229,959
Other oil cake	316		3,338	2,755
Cottonseed meal	7,415	4,309	143,708	95,886
Linseed meal	585	97	8,487	2,915
Other oil meal	1,161	44	12,106	2,172
Bran and middlings	1,017	439	8,753	2,235
Screenings	86	60	2,917	3,052
Other mill feed	2,948	1,540	19,953	8,978
Prepared feeds, not medicinal	2,496	1,978	12,120	15,635

Patents Granted

1,579,452. Weighing Machine. Stanley G. Murray, Passaic, N. J. The weigh hopper is supported wholly by the weighing mechanism and rotate on an axis which is inclined to the vertical and its axis is held at a variable angle of inclination.

1,580,988. Feed Mixer. Jas. O. Allstott, Paoli, Pa. A storeroom is combined with means for feeding fluent solid edible material in successive conical piles on the floor of the room, and means for projecting edible liquid material drops on the conical piles independently.

1,581,462. Dust Collector. Geo. P. McSweeney, Memphis, Tenn. The dust collector comprises a casing having an upper cylindrical portion and a reduced and tapered lower portion terminating in a dust discharge, an air supply pipe connected with the cylindrical portion, a plurality of internal separating cones disposed in the casing, said cones having their apices unconnected and being of varying lengths, legs connected to and depending from the outermost internal cone, and a disk supported on the lower ends of the legs and having its peripheral edge spaced from the adjacent wall of the casing.

1,580,367. Conveyor Roller. Gordon W. Eulke, St. Paul, Minn., assignor to Standard Conveyor Co. Combined with a roller adapted to be journaled between a pair of side rails is a circular rod extending axially through the roller and arranged to be supported at its ends in the rails, the rod being adapted to be withdrawn longitudinally from the rails without separation of the rails, a noncircular portion on an end of the rod disposed to project through, and fit within, a hole in one of the rails whereby the rod is prevented from turning in the rails, and movable fastening means on the projecting end of the non-circular portion adapted to prevent longitudinal withdrawal of said rod from the rails.

1,579,219. Automatic Weighing Scale. Arthur Lowndes, Toronto, Ont. Combined with a scale beam are a movable member, a depressible member carried by the beam so arranged that by the floating of the beam it is swung into the path of the movable member which depresses it thereat; a driving unit, a driven unit connected therewith, and mechanism operable by the depressible member for disconnecting the driven from the driving unit.

1,580,176. Grain Blending and Distributing Apparatus. Richard C. Stone, St. Louis, Mo. In combination with a plurality of adjustable grain spouts are a distributing receptacle through which the grain is delivered to the adjustable spouts, said receptacle having inlets for grain from different sources, and means supported by and located at the discharge end of said distributing receptacle whereby the grain passing into any of said inlets may be selectively directed into any of said spouts.

1,581,048. Bag Holder. Walter A. Foster, Clarks Fork, Ida. On top of a yieldably supported frame are pivoted hook-carrying plates, with spring means influencing the plates to swinging position to release a bag therefrom, a lever extending from the trunnion of one of the plates, an arm extending from the trunnion of the second plate having an offset finger to overlie the lever, and means for latching the lever, and means for latching the lever to the frame for holding the plates horizontally with respect thereto.

1,581,245. Machine for Cleaning Rice. Tomonori Suzuki, Tokyo, Japan. The hulling machine comprises a frame, a cylinder supported by the frame composed of an arched screen supported in the top of the frame, a cover hinged to the frame and coacting with the screen, coating flanges projecting from the outer edge of the cover and the adjacent portion of the frame, a feeding and hulling screw mounted within the cylinder, means for admitting and discharging material with respect to the cylinder, a scouring and rubbing plate slidably mounted between the flanges on the frame and cover and provided with a slot, an arm extending laterally from the frame provided at its outer end with an internally threaded bearing arranged in alignment with the flanges, a manually operable screw mounted in the bearing for controlling the adjustment of the plate, the flange on the frame being provided with a slot beneath the opening, a bell crank lever pivotally mounted on the lateral arm having one portion arranged through the slot and engaged with the aperture in the plate, and a spring arranged between the other end of the lever and the frame for yieldingly holding the plate in an adjusted position against the screw.

Your Radio Reception.

An interview with some of the leading radio engineers of one of the largest radio manufacturing corporations in the world is the authority for the information herewith given Journal readers.

On the subject of reception, it is a conceded point that metal in any state or form is a vital factor seriously affecting the receiving set, wherever located.

The steel in the rails of the railroad trackage running past your elevator hinders your getting the best results from the distant broadcasting station.

The metal siding and roofing on your elevator is a factor not to be forgotten.

Ore deposits, perhaps unknown, between certain broadcasting stations and your receiving set cause the waves broadcast oftentimes to arise in the strata of the heavens entirely out of the reach of your aerial.

The position of your office in which your receiving set is located and from which your aerial originates, in relation to the railroad tracks, your metal clad house, and the broadcasting station, is in many cases to be blamed for consistently or inconsistently poor reception.

Regardless of whether your office is on the far side of your elevator in relation to the broadcasting station or not your aerial should be on the side of the house nearest the station or stations you prefer to tune in on.

Rumors have had it for some time that the underground aerial was to be preferred to the overhead type. Perhaps a little time and cop-

per wire might be spent in conducting such an experiment.

The safest bet in stringing an aerial is from a wooden flag pole above the uppermost part of the cupola, with good insulation.

Supply Trade

Little Rock, Ark.—The plant of the American Burlap Bag Co. was partially destroyed by fire recently.

Kansas City, Mo. — Harry R. Williams, widely known in the milling and grain trade as head of the Williams Mill Supply Co., died May 3d.

The man who subscribes to a trade journal and doesn't read it is like the patient who refuses to follow the prescription of his doctor.—*Bakers' Weekly.*

Sioux City, Iowa.—We look for intensified activity in the elevator building line if we get rain in the Northwest where it is needed so badly.—*Younglove Const. Co.*

Manufacturers of grain elevator equipment who are interested in supplying their products for the line of elevators to be erected in Russia should address the State Bank of U. S. S. R., Neglinni Proesd 12, Moscow, U. S. S. Russia.

Minneapolis, Minn.—W. P. Buchan, for the past three years with the Strong-Scott Mfg. Co. and previous to that with the Richardson Scale Co. for 17 years has become associated with the Jas. H. Brown Co. as sec'y and treas.

Waukegan, Ill.—Fire in the main structure of the Johns-Manville Co. on Apr. 28 completely destroyed the building and did damage estimated at \$750,000. The building was occupied by the offices, the textile, chemical and packing departments.

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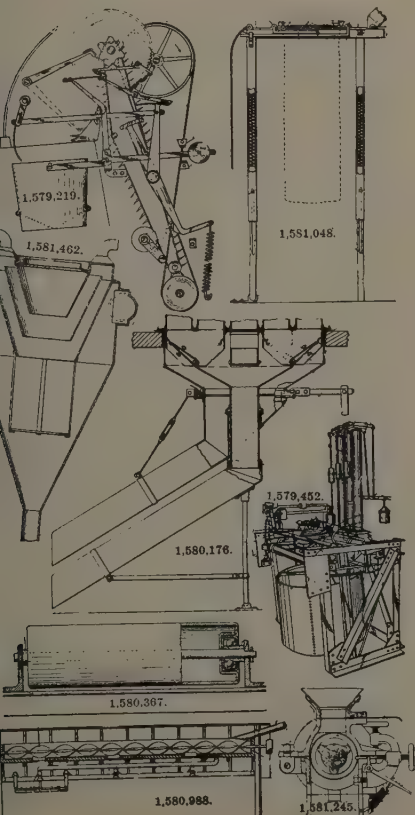
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Supreme Court Decisions

Prohibiting Sale of "Mill Oats."—Legislature has power to define what grain is excepted from commercial feeds and prohibit sale of any grain which, for good cause, should be barred from market as feedstuff, notwithstanding, under Agricultural Code, art. 15, § 1, whole seeds or grains are excepted from commercial feeds as therein defined.—*Gibson v. State. Supreme Court of Alabama. 106 South. 231.*

Sight Draft Subject to Unavoidable Delay.—Where seller draws sight draft on purchaser for price, and on arrival of draft at collecting bank buyer was absent from place of business, but paid it the following day, such delay was not, as matter of law, a failure "to pay cash," as contracted for, and did not demand inference as matter of law that seller was absolved from contract to make further deliveries.—*Garrard v. Southern Cotton Oil Co. Court of Appeals of Georgia. 132 S. E. 234.*

Measure of Damages Against Carrier.—Amendment of March 4, 1915 (U. S. Comp. St. § 8604a), to Interstate Commerce Act, providing that carriers affected by act shall be liable to lawful holder of B/L for full actual loss, notwithstanding any limitation of liability therein, does not establish a new measure of damages, but prohibits carrier from limiting its liability at common law, and thereby leaves measure of damages same as it was at common law.—*Wood & Co. v. Chicago, M. & St. P. Ry. Co. Supreme Court of Illinois. 151 N. E. 229.*

Injury to Shipper by Movement of Car While Loading.—Shipper, while in freight car for purpose of loading it, is an invitee, placing on railroad duty of using due care to avoid injuring him while so engaged. In action for injuries received while loading car for shipment, burden of proof rests on plaintiff, but facts necessary to recovery, having been proved, burden of showing that it exercised due care to discover plaintiff's presence in car was on carrier.—*Louisville & N. R. Co. v. Glick. Supreme Court of Alabama. 107 South. 453.*

Liability of Connecting Carriers.—Initial carrier held not liable to shipper, under Carmack-Cummins Amendment to Interstate Commerce Act (U. S. Comp. St. Supp. 1923, § 8604a), for damage occurring after diversion, or reconnection, made after property passed from control of initial carrier, notwithstanding shipment continued throughout on original B/L. Connecting carriers are agents of initial carrier, under Carmack-Cummins Amendment to Interstate Commerce Act (U. S. Comp. St. Supp. 1923, § 8604a), for whose negligence initial carrier is liable only within terms of its contract, which is B/L as issued by it or as modified by it.—*Southern Produce Co. v. Norfolk Southern R. R. Co. Supreme Court of Appeals of Virginia. 132 S. E. 360.*

Railroad Liable for Fraudulent Weight.—In action, by buyer of hay against seller and railroad, for fraud in inflation of weights by agent of Western Weighing & Inspection Bureau, which was railroad's agent, contracts between seller and buyer and French government, to whom buyer was to sell, wherein it was stipulated that weights of Western Weighing & Inspection Bureau should control, held properly admitted. Evidence held to show railroad's weighing agent, acting within scope of authority, knowingly and falsely inflated weights of hay purchased by plaintiff. Railroad held liable to buyer for fraud of its weighing agent in inflating weights of hay while acting within scope of authority.—*Western Weighing & Inspection Bureau et al. v. Armstrong. Court of Civil Appeals of Texas. 281 S. W. 245.*

Release of Carrier after Storage.—Under B/L providing that carrier's responsibility ceased on storage of goods by delivering carrier in licensed warehouse, where interstate shipment was stored by carrier in such warehouse, liability of delivery carrier to shipper for conversion thereof by warehouseman ceased. Provision of B/L that initial carrier's responsibility for interstate shipment over connecting carriers terminates on storage of goods by terminal carrier in licensed warehouse, after 48 hours from time consignee is notified of arrival, constitute contract binding on shipper, releasing delivery carrier when goods are stored in compliance therewith.—*Bibb Mfg. Co. v. C., C. & St. L. Ry. Co. Court of Appeals of Georgia. 132 S. E. 129.*

One Ignorant of Custom Not Bound by Confirmation.—A custom, recognized and of general knowledge among persons who bought and sold grain in a certain territory, that, following agreements by telephone, for the sale and purchase of grain, the seller should send a written confirmation which should be conclusive evidence of the terms of the contract, unless the buyer should, on the day of its receipt, telephone or telegraph an objection, is not binding upon the buyer of corn for his own use, who has never been in the business of buying or selling grain, and who has no knowledge of the custom. And it is held, that under the uncontroverted facts of this case the buyer was not chargeable with knowledge of the custom possessed by one who was to act in his behalf in receiving the corn, and who transmitted by mail objections to the confirmation under his direction.—*Nichols-Friesen Grain Co. v. Noah Cheatum. Supreme Court of Kansas. 243 Pac. 1041.*

Recovery for Failure of Specific Guaranty.

S. T. Beverage & Co., of Richmond, Va., plaintiffs, v. A. K. Zinn & Co., of Battle Creek, Mich., defendants, before Arbitration Com'te No. 3 of the Grain Dealers National Ass'n, composed of F. J. Schonhart, G. Ellsworth Meech and O. P. Hall.

This controversy is the result of a purchase on September 20, 1925, by plaintiffs thru a broker from defendants of a car of "Rosen 2 Rye." The broker's contract made for the seller specified "germination 85% or better," the selling price being \$1.05 delivered. The defendants' contract dated same day omits the clause "germination 85% or better," but the defendants' correspondence offered in evidence does not deny the clause. The defendants shipped car D. T. & I. 17231 from Decatur, Mich., to apply on the contract, but submitted no evidence at the time to substantiate the guaranty as to germination. Aside from the question of germination there is no dispute as to quality.

After careful consideration of all the evidence submitted, this Com'te is of the opinion that the defendants are in fault in not having shipped Rosen 2 Rye 85% or better germination.

Further, this Com'te cannot agree with defendants in their reference to rule No. 38, as it must certainly fall upon the seller to produce evidence of fulfillment of contract and failure to do so cannot operate against buyer's privilege to determine whether or not grain is in accordance with contract requirements. In this case the only evidence submitted certifying to the germinating test is a certificate from the Virginia Department of Agriculture & Immigration of Richmond, which is offered in evidence by plaintiffs, and this Com'te contends that plaintiffs were entitled to a reasonable time in which to have this test made. Further, this Com'te is of the opinion that plaintiffs were acting in the interests of the defendants in having unloaded the car to avoid demurrage until the germination quality could be determined. From the evidence it is apparent that defendants were of the opinion delivery was improper when they assented to a return of the rye, but demurred only when advised that transit billing was lost.

In view of all the evidence this Com'te finds for the plaintiffs, but cannot allow award requested by plaintiffs. The evidence supports the Com'te's contention that the original discount requested by plaintiffs was a fair demand based on the otherwise sound quality of the rye and the market value of sound rye at that time. Buyers must fix their loss according to arbitration rules, and it cannot be permitted to fix an arbitrary loss in excess of actual values for other uses. This Com'te therefore allows the plaintiffs \$145.36, being ten cents per bushel on the invoice amount, and assesses the cost of this arbitration against defendants.

Grain Carriers

Austin, Tex.—The Texas Railroad Commission is considering adding darso to the list of articles specified in Item 10, Section of Commodity Tariff No. 2-D.

New York, N. Y.—Grain trimmers of the harbor are back at work after a 12-day strike. The men were taken into the union which may possibly help prevent further outbreaks of such a costly nature.

Chicago, Ill.—Rates quoted for lake shipments to Buffalo at the opening of the season, May 1, were: wheat, 2½¢ per bu.; corn, 2¼¢; oats, 1¼¢. To Montreal, 9½¢ on corn and wheat, to Georgian Bay ports, 1½¢ for oats and 2¢ on corn.

Grain and grain products were loaded in 37,776 cars during the week ending Apr. 1. This was an increase of 1,884 cars above the previous week, 6,002 cars above the corresponding week of 1925 and 982 cars above the same week of 1924.

The Supreme Court dismissed for want of jurisdiction the appeal of the Chicago Milwaukee & St. Paul challenging the milking in transit order of the South Dakota Board of Railroad Commissioners applying to grain shipments within the state.

Class 1 railroads had 284,396 surplus freight cars in good repair and immediately available for service on Apr. 15. This was an increase of 10,177 cars over the number reported on April 8. Surplus box cars in good repair totaled 107,127, an increase of 7,448 over the previous week.

Probably 325,000 boxcars will be used in the handling of the Nebraska, Kansas, Missouri and Oklahoma wheat crops this year. At least the Trans-Missouri-Kansas Regional Advisory Board has started to move a few of that number for this purpose, as well as to have made preparations for the timely arrival of the balance needed. Com'tes are to handle this situation in every organized market in this territory.

Four government river boxcars, pioneered for barges of the Upper Mississippi River Barge Line Co., tied up in Minneapolis earlier this month, closing a test trip they demonstrated that the upper Mississippi river is navigable up to this point. Three sternwheel towboats of 600 h.p., not drawing more than 3½ ft. of water, and 15 barges of about 300 tons capacity, comprise the fleet. Another towboat will be added when conditions warrant.

Buffalo, N. Y.—The state of New York is being urged to appropriate funds for dredging the Erie Canal at this point, due to the hazard of striking protruding rocks. A number of barges have overturned because of the dilapidated condition of the channel. The shallow water also excluded larger steamers from reaching the canal terminal here. The insurance companies recently threatened to withdraw all outstanding risks on boats traversing this waterway. The state assembly is expected to condescend to the needed appropriation.

Washington, D. C.—Maj. Rufus W. Purnam, army engineer for the Chicago-Illinois River district, announced on May 5 that the proposed dredging of the Illinois and Mississippi rivers to a depth of 9 ft. between Chicago and the mouth of the Missouri River depends entirely on the report of the 5 U. S. engineers appointed to make recommendations on the project. There is a 9 ft. stage now between Cairo and New Orleans, and while the depth between St. Louis and Cairo is only 8 ft., authority has already been granted to increase it another foot. Recommendations are not expected before July 1.

The Interstate Commerce Commission on Apr. 30 suspended until Aug. 29 railroad schedules seeking a general readjustment of rates on grain and grain products from Colorado, Nebraska, Kansas, Oklahoma and Missouri to Mississippi river crossings, Memphis, and points in the Mississippi valley territory. The new scale would have both increased and decreased rates in various instances.

Detroit, Mich.—Shippers and carriers in the Great Lakes district will make plans to move an expected record-breaking winter wheat production in 1926 at their third annual meeting here May 13-14, according to announcements for the gathering made at Cleveland May 2 by W. R. Hubbard, executive representative of the Great Lakes Regional Advisory Board. Presidents of 20 railroads and M. J. Gormley, chairman of the car service division of the American Ry. Ass'n, will attend the meeting, which will be the 15th regular gathering of the organization, as well as the third annual.

Dallas, Tex.—The Rock Island proposal to re-route grain and grain products from Mo., Neb., Kan. and Okla. to Louisiana by way of Arkansas on a thru-route rate, rather than thru Texas, met with vigorous opposition from Texas grain men and millers. Figures showing the amount of grain handled and milled at interior points were used in the evidence presented Apr. 23. It seems the more northerly grain surplus states favor the proposal. However, a decision is not expected before July. The Rock Island maintained it was impossible to apply the proposed lower rate thru Arkansas and also thru Texas because then the rate for the entire long haul would be less than for a shorter haul. Texas grain men present included: J. J. Gibson, Houston; C. E. P. Visroat, Galveston; H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, T. D. Breyer and R. T. Dorsey, Ft. Worth; and R. H. Hurmond and Fred Honea, Dallas. Attorney Examiner C. W. Berry heard the case for the I. C. C.—P. J. P.

Opening of Navigation.

Duluth, Minn.—Inter-lake freight traffic for the season opened May 3 when the steamer "King" of the Minnesota-Atlantic line docked here with a heavy cargo from Port Huron.

Buffalo, N. Y.—The steamer "Ben Maple" officially opened navigation thru the Welland canal on May 1. The vessel carried flour bound for Montreal. It is owned by the Maple Leaf Mill Co.

Buffalo, N. Y.—The Buffalo harbor was opened to navigation May 8. Some 20 boats with tugs spent the two days preceding in breaking up the 40 miles of ice that has kept the harbor inaccessible.

Buffalo, N. Y.—The last of the 73 freighters that carried storage grain to this port before navigation closed last fall, has been unloaded at the Connecting Terminal, the pier within the breakwater having cleared.

Chicago, Ill.—Six steamers with loads of corn and oats left here May 1 for Buffalo. This is the start of Chicago's grain fleet this spring, tho some 3 weeks late as compared with last year. There were 3,982,000 bus. of corn and oats afloat in Chicago, which were moved out during the first week of the month.

The steamer "Harvester" was the first out of the season to pass thru the Straits of Mackinaw. It broke ice on Apr. 28, formally opening Lake Michigan navigation. Steamer J. P. Reiss with a cargo of 92,250 bus. corn, 127,668 bus. oats, and 165,990 bus. wheat, loaded at the Kinnickinnic Elvtr. at Milwaukee during the winter, cleared port the same night, bound for Port Colborne, Ont.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. W. Galligan, Agt., Ill. Freight Ass'n Tariff Bureau, just issued supplement No. 10 to Chicago Switching Com'te Tariff No. 20-O, naming local and joint terminal charges, rules and regulations from or to points within the Chicago District, effective May 20. Supplements Nos. 2 and 9 are hereby cancelled.

A. T. & S. F. supplement No. 5 to tariff No. 5655 A-4, I. C. C. No. 10204, cancels supplement No. 4 and under I. & S. No. 2560 further suspends the entire tariff from May 9 until Dec. 20. Local, joint and proportional commodity rates on grain, grain products and seeds from points in Mo., Kan., Okla., N. Mex. and Tex.; also Superior, Neb., to Beaumont, Port Arthur, Texas City, Galveston, Houston, Tex., New Orleans, Port Chalmette and Westwego, La., are affected.

C. M. & St. P. supplement 22 to transit tariff 7015-D, I. C. C. B-5073, effective May 5, permits grain to be milled and barley malted at Milwaukee when from stations on and north of line from Chicago to Savanna, Ill., incl., and south to Ladd, Ill., from Beloit, Wis., Janesville, Wis., and certain other stations in southeastern Wisconsin; also from stations on Superior division, Brown Deer to Green Bay, Wis., incl., and the products forwarded to Seattle, Tacoma, Spokane, Wash., and points on C. M. & St. P. and connecting lines shown in Transcontinental Freight Bureau tariff 4-V, where thru rates are in effect, on basis of thru rate on the product from point of origin to final destination. On the same date the following transit privileges will become effective: From stations on Iowa division, Sabula, Ia., to Council Bluffs, Ia., and Omaha, Neb.; Kansas City division, Des Moines division, and Dubuque division, also from stations on C. R. & I. C. Ry.; D. M. & C. I. R. R.; Ft. D., D. M. & S. R. R.; M. & St. L. R. R., and W., C. F. & N. Ry., transit privilege at Milwaukee will be permitted and shipments forwarded to Chicago, Ill., Janesville, Madison, and Green Bay, Wis., and other territory as shown in item No. 1425-A of the above mentioned supplement.

I. C. C. Activities.

In No. 16078 Examiner Jewell recommends that the complaint by the Waggoner-Gates Mfg. Co. against the Mo. Pac. be dismissed as the grain rates to Independence, Mo., are not excessive.

Reparation has been ordered by the Commission, in No. 17039, Summit Grain Co. v. C. & M. & St. P., for the difference between 33 and 45 cents, the rate charged on a car of corn from Jefferson, S. D., to Fowler, Colo.

Moore-Lawless Grain Co. et al. vs. Mo. Pac., No. 15386, claiming illegal demurrage charges collected on shipments of grain at Leavenworth, Kan., contrary to the statute of limitations, has been dismissed by the I. C. C.

J. G. Peppard Seed Co. v. Santa Fe, No. 16952, Examiner Trezise recommended dismissal, holding that the 1922 rate of \$1.17½ on alfalfa seed from Clayton, N. M., to Kansas City was not unreasonable, unjustly discriminatory or otherwise unlawful.

Hodgson-Davis Grain Co. v. C. B. & Q. et al., No. 17044, Examiner Boat recommended the commission find 1921 wheat shipments from St. Francis, Kan., to Wausau, Wis., misrouted, and the applicable combination rate of 65.5c unreasonable in that it exceeded 51.5c.

Jonesville Mfg. Co. vs. New York Central, No. 16844, refund of overcharges granted for out-of-route charges collected on 3 carloads of grain shipped from Ossian and Helmer, Ind., to Jonesville, Mich., there milled in transit and re-shipped to Three Rivers, Kalamazoo and Hopkins, Mich.

In I. & S. No. 2469, Examiner Fleming found not justified proposed increased rates on flaxseed between points in Minnesota, North and South Dakota, Iowa, Wisconsin and Illinois. He found reasonable, however, proposed changes, principally increases in rates on grain and grain products other than flaxseed by the same state points and from North Dakota and Minnesota, to certain of the large terminal markets.

Omaha, Neb.—Examiner Trezise of the Interstate Commerce Commission began a hearing April 19 on complaints that combined grain rates from points near Omaha thru to Denver are discriminatory and unfair. The Burlington and other roads are defending the recently advanced freight tariffs on wheat, corn and oats.

Pearlstone Mill & Elvtr. Co. v. Santa Fe et al., No. 17203, Examiner Hill recommended dismissal on a finding that an out-of-line (113.3 miles) charge of 2c on grain milled at Dallas, originating on the Santa Fe and destined to points on the T. & P. north or west of Ft. Worth, is not unreasonable or unduly prejudicial.

Interstate Commerce Commission Examiner Fleming has found no objection to granting the Chicago, Milwaukee & St. Paul Railway permission to establish rates on flaxseed and grain between various points on its Fargo branch, its line in Minnesota and between Duluth and Superior, the same as rates over shorter routes of competing lines.

Since Apr. 30 the Western Union Telegraph Co. has discontinued the requirement that recipients of messages sign a receipt, as a saving of time.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—

NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

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VENTILATING CO.**
1207 So. Western Ave.
CHICAGO

Fire Hazard Due to Oil in Exhaust Pipes.

The accumulation of oil in the exhaust pipes of engines of the Rumely Oil Pull type becomes a serious fire hazard when the engines have been installed inside of buildings.

When this hazard was called to the attention of the Advance-Rumely Co. by the Mutual Fire Prevention Bureau the builders of the engine outlined two methods of cooling the engine that in the opinion of C. W. Gustafson, engineer of the Bureau, remove the hazard satisfactorily.

The change is the installation of a cooling system instead of a radiator where the draft is induced by the exhaust. The Rumely Co. writes:

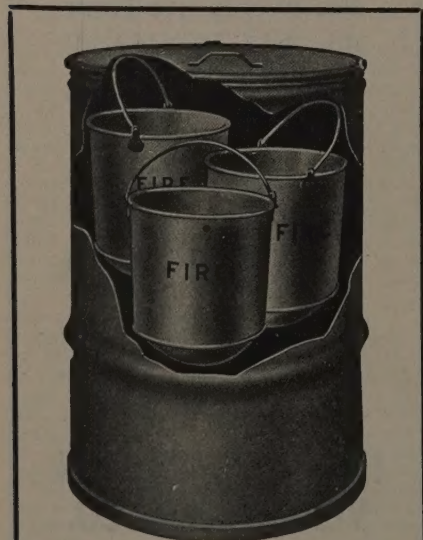
"Where there is an unlimited supply of water, such as would be available when the engine is used for pumping purposes for irrigation, the water can be piped to the cooling jacket and run through and wasted. This method provides a very simple cooling arrangement.

"In cases where a supply of water would come from city mains and it may have to be paid for on meter rates, we have used a large tank connected with the circulation pump on the motor. The water is passed by the pump through the cooling jacket and returned in a spray nozzle to the supply tank. This system requires very little water to be added from time to time for cooling the water.

"The exhaust pipes are connected with a manifold through a muffler to a pipe, passing outside of the building. This method of cooling the Oil Pull Stationary Motors will eliminate entirely any fire hazard in connection with their operation due to the cooling system."

Louisville, Ky.—The American Custom Millers Ass'n, a new organization, will hold its first annual convention here Sept. 15, 16, 17, and 18 inclusive. More than 20 states plan to send delegates to the meeting.

A **noisometer**, which measures noise in speech frequency units running from zero to ten billion showed 55 at the corner of State and Madison Streets recently, but one quiet day in the Trading Hall of the Chicago Board of Trade it quickly ran up to 70. With an active market it would have run up to 7000.



FIRE BARRELS filled with solution of Calcium Chloride provides better protection for your elevator and reduces your insurance rate. Write for particulars.

CARBONDALE CALCIUM CO.
CARBONDALE, PENN.

Grain Elevator Fires for 1925.

During 1925 we reported 438 grain elevator fires in this country and Canada. 424 of these fires occurred in the U. S. 263 elevators were destroyed while 175 elevators were only damaged. The fires by states follow:

	Damaged	Destroyed	Total
Arkansas	3	7	10
California	4	3	7
Canada	3	11	14
Colorado	3	3	6
Idaho	0	4	4
Illinois	13	21	34
Indiana	10	11	21
Iowa	12	18	30
Kansas	17	13	30
Kentucky	1	11	12
Louisiana	0	2	2
Maryland	0	1	1
Michigan	7	9	16
Minnesota	16	18	34
Missouri	6	14	20
Montana	2	1	3
Nebraska	8	10	18
New England	6	5	11
New Jersey	0	2	2
New Mexico	1	1	2
New York	5	2	7
North Dakota	7	15	22
Ohio	11	17	28
Oklahoma	8	11	19
Oregon	0	1	1
Pennsylvania	1	8	9
South Dakota	0	9	9
Southwest	5	9	14
Tennessee	4	8	12
Texas	9	6	15
Utah	2	0	2
Washington	4	6	10
Wisconsin	7	5	12
Wyoming	0	1	1
Total	175	263	438

Random Thoughts on Country Elevators.

BY SOL.

A cheery greeting warms the heart, and increases not only the happiness of the parties thereto, but also that of the observers.

* * *

Oil the bearings of your business machine with the milk of human kindness and note how much smoother it operates.

* * *

Your firm name should be clearly painted on your building. That is a mark of distinction. It makes your firm stand out from the masses of other dealers. It is a direct aid to your goodwill advertising for memory depends upon association, and it is up to you to furnish the associating factor.

* * *

Diversification in agricultural districts is leading to diversification in the grain elevator business to an ever greater extent. What was once the tail now often wags the dog. But no change has come in the sound, fundamental business policies that lead to success. Good business judgment, business integrity and fair margins are just as important today as in fathers' day.

* * *

Frequent testing will insure the accuracy of the scales. Inaccurate scales work to the disadvantage of the grain dealer both ways. If they err on the short side the customers soon kick and take their business to other elevators. If they err on the over side the operator will receive plenty of patronage, but little profit.

While we are on the subject of weights, some bright elevator operator ought to contrive a method for scraping or brushing the mud from the wagon wheels in wet weather before weighing the load. Under present conditions this mud is usually weighed with the gross. The jarring on the dump knocks much of it off and it is not included in the tare. Hence the operator pays for several pounds of real estate with every wagon load of grain he receives. He is unable to pass this added expense to the terminal markets.

* * *

Odd moments about the elevator can be profitably spent in keeping the building, the yard and the equipment in convenient working order.

A well painted, clean, smoothly operating elevator is its own best advertisement. Green grass and a few shrubs before the office invite customers to enter. A clean, well ordered office interior commands the business and the respect of those with whom the operator deals. Clothes do not make the man, but they sure do advertise him.

* * *

Playing poker in the office during business hours is one of the best methods of advertising a careless attitude toward the business. In the office of one western grain elevator we found 4 men seated on boxes about a square table, intensely interested in the game. It was only with difficulty that we secured the attention of the manager, and even then his eyes kept straying back to his cards. We do not see how poker can be considered advantageous by anyone except those who do not care about their business. Usually their establishments show it.

Insurance Notes.

Well filled water barrels and hand buckets on each floor have saved more grain elevators than all other fire fighting apparatus combined. Keep them in working order.

An iron clad elevator has little to fear from locomotive sparks, unless it is surrounded by buildings covered with wood shingle roofs which curl up and grab every hot spark that comes their way.

The Underwriters Laboratories does not consider dry powder tubes as fire extinguishers, so the elevator owner who installs this type of so-called fire extinguishers gains nothing, but deceives himself with a sense of false security.

Fire Insurance policies containing a clause releasing the company issuing the policy "from liability for damages by fire originating from spontaneous combustion" are not giving the protection needed. Better throw out all policies containing such a loop hole as many grain elevator fires are credited to spontaneous combustion, altho not proved to be so.

Portland Favors Barley Test Weights as Grading Factor.

The Portland barley merchants unanimously favored making barley test weights a part of the grading factor to be indicated on the certificate of inspection, at a hearing on barley grades held at the Merchants Exchange on Apr. 23.

Two additional grades to be added to the government standards were also favored, one for blue and one for white barley, which would automatically prohibit mixtures of the two.

The new barley standards are to be put on by June 1, at least, to become effective during August, according to official reports.

Books Received

RED BOOK ANNEX, giving grain and stock market statistics for the first quarter of 1926 has been issued by Howard, Bartels & Co., Chicago, in its usual convenient form.

WHEAT EXPORT TRADE OF CANADA, 1925, Price Spreads and Shipment Costs, is a monograph forming No. 5 of Vol 2 of the wheat studies of the Food Research Institute, giving the Winnipeg-Liverpool price spreads, and shipment costs Winnipeg to Liverpool. The conclusion is that "during the past three years wheat exporters could not have broken even on their operations unless they bought at lower prices than they sold at higher prices than the average of the quotations, or obtained specially favorable land or ocean freight rates." The Food Research Institute, Stanford University P. O., Chicago, Price, \$1.

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Fire and Tornado Insurance covering Elevators and contents and Residence Property.

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THE MAN WHO SUCCEEDS

is he who prepares for business when times are dull. The wise grain man overhauls his plant in the spring because he knows an enforced shut-down during harvest means money to his competitor and loss to himself.

C. A. McCOTTER
Secretary
Indianapolis,
Indiana



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DEPARTMENT
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J. A. KING, President

A Legal Reserve Mutual Fire Insurance Company

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Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

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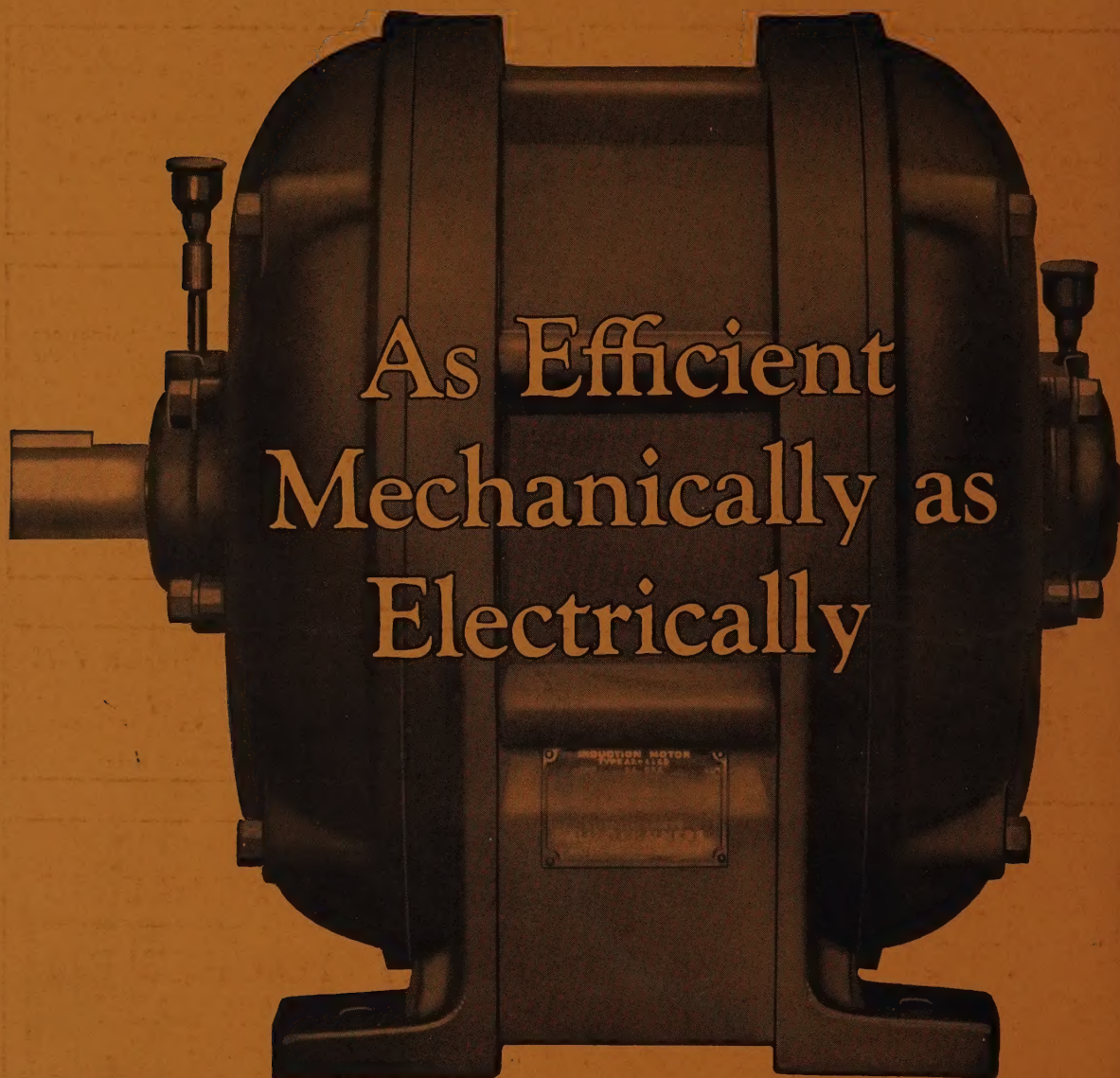
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dom from friction makes it unnecessary to lubricate more than a few times yearly at the very most. Their extreme resistance to thrust, shock and every form of wear maintains the gap for the life of the motor.

In bearings, as in frames, cages, windings, fan, and every other factor of design and construction, each type of Allis-Chalmers motor represents the higher value made possible by the scope of Allis-Chalmers activities, and by the wide acceptance of Allis-Chalmers products. Send for Motor Bulletin 1132.

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